

LEHIGH ALUMNI BULLETIN

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MAY, 1919

NUMBER 4

LEHIGH'S MEMORIAL

A Dream Coming True

VICTORY (WELCOME HOME) REUNION

SPECIAL EDITION OF THE HOWL

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THE SERVICE OF SUPPLY

COLLEGE AND ALUMNI NEWS

PUBLISHED QUARTERLY BY THE ALUMNI
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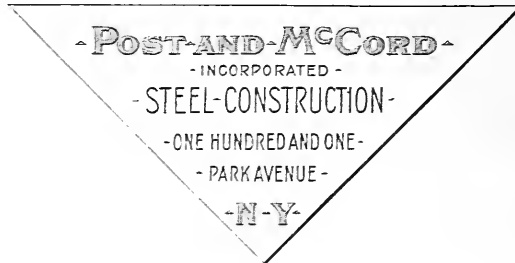
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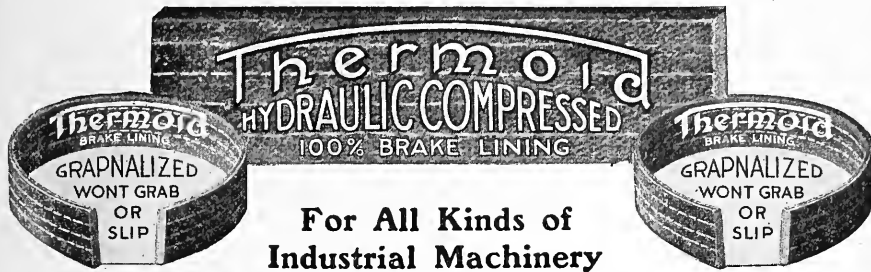
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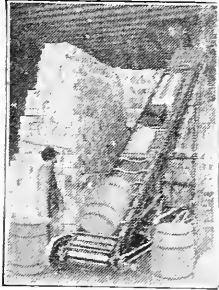
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ALUMNI BULLETIN

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Volume 6

MAY, 1919

Number 4

THE ALUMNI BULLETIN will be sent to all Lehigh men and the subscription price is included in the regular dues of the Alumni Association.

For \$1.00 a year it will be sent to any address indicated by a Lehigh man. Be sure that no promising young man, no reading room, and no employer of engineers in your town is without it.

Readers of the BULLETIN are requested to notify the Alumni Association of changes in address of themselves and of former students so that the ALUMNI LIST, published by the Alumni Association, may be as accurate as possible.

The BULLETIN urges alumni to contribute news. Items should be sent to the Editor.

LEHIGH'S MEMORIAL

A Dream Coming True

"A dream—a wild dream," so a sober Lehigh Alumnus characterized the idea of raising a half million dollars from our alumni to build, furnish and endow a memorial at Lehigh. And in truth it did seem like an utter impossibility to secure from a small body of alumni like ours this enormous sum, especially at a time like this. Twenty-six hundred graduates and possibly twelve hundred interested non-graduates. Half of this number in the classes from 1908 on, whose members have not as yet climbed high on the ladder of life. Many of these latter in fact gave up the positions they had to enter the army and numbers of them are still in Europe. As the undergraduate would say, "It doesn't listen good." But—a big but, in fact several big buts. After reciting the tangible reasons why the project was impossible we turned to the less tangible but more vital ones that made us hope for success. First and foremost—Lehigh spirit. Not an effervescent loyalty that spills over when the team wins a game, but a deep abiding faith that our Alma Mater stands second to none, that she has given us of her best and that we owe to her a real return and owing, we pay in homage, love and sacrifice. Second—the fact, scarcely less important, that Lehigh men having had to fight their way in the world, they have learned to overcome obstacles and make great visions come true. Impossible tasks are the daily lot of the engineer. You can't phase him by telling him a thing is impossible. You only whet his appetite. And then there is the record this memorial is to commemorate. Nothing more inspiring could be asked for. We have the addresses of less than 6,000 Lehigh men, counting graduates, non-graduates and undergraduates from the Class of 1869 to the Class of 1922. Of these almost 1800 were in the uniform of the army or navy. Thirty percent! Not a branch of the service were they missing in. In every branch they worked their way up, winning their commissions in the camps and

decorations and promotions on the field of battle. Of the men who were in the service for six months or more previous to the signing of the armistice, the great majority earned commissions. A fair instance is the one you will find an account of in this number where a boy who enlisted in April, 1917, as a common seaman finished the war in command of a submarine. In the first battle in which American troops took part—the battle of Cambrai, where the 11th Rwy. Engineers threw down their picks and shovels and caught up rifles to help hold the advancing Hun—Donald MacIsaac, a Lehigh football player, of the Class of 1917, won promotion and the Distinguished Service Cross, for what General Pershing in his citation named “Conspicuous bravery.” Even at this time (November, 1917) Lehigh was already deep in the war. William V. Pettit, B.S., '94, First Lieutenant, Royal Engineers, British Army, was killed near Peronne, on July 27th, 1916. C. D. Weatherly, 1916, severely wounded in the second battle of Ypres, had been invalided home. In the Lafayette Escadrille were three Lehigh men. Peterson, '15, who later became the first American Ace, and who after three years of war, in which he brought down 23 German planes, was killed in a fall at Daytona, Fla., in March, 1919. Johnson, '17, who decorated with the Croix de Guerre, the Medaille Militaire and the Blesse Emblem in the French Army, transferred to the American army and was Lehigh's first to fall on the battle front after America's entrance into the war. And Henry S. Jones, '17, who after winning numerous decorations at the front became one of the chief aids in the production of American airplanes. In the ambulance service, Mudge, '16, Butz, '18, Doyle, '19, Halliwell, '19, Cory, '20, and a number of others were serving in France during the summer of 1917. As 1918 advanced Lehigh men by the hundreds reached the firing line and from Flanders to Italy they were scattered along the entire front. One of them, O'Neill, '20, became Lehigh's second ace. He was of the ten Lehigh men in the Chateau-Thierry battle. To tell their deeds from that time on until November 11th would take a volume. There is one sad word to add, almost fifty of our boys will never come back.

Meanwhile at home, in every branch of the Service, Lehigh men were doing their part and more than their part. Under Dr. Drinker's initiative Lehigh led the colleges of the country from the spring of 1913 in the movement for student military training, which gave the government at the opening of the war over 16,000 trained officers. In the Service of Supply “Charley” Schwab, Eng.D. (Hon.), '14, a Trustee of Lehigh, was at the head of the Shipbuilding industry. The Bethlehem Steel Company, headed by Lehigh men, was the largest single unit in the manufacture of projectiles, guns, forgings and torpedo boats. Many other of the big steel companies are presided over by Lehigh men and the companies they head made a great majority of the American guns and shells. The Liberty Motor was developed by a company founded by a Lehigh man and with another Lehigh man as president. At the head of almost every big coal company was a Lehigh man. In the transportation systems, the motor industry, the manufacture of airplanes, tanks, gun carriages, etc., our men played a tremendous part. The largest plant in the world for the manufacture of powder was built by a Lehigh man and practically every engineer on the job held a Lehigh degree. Many of the big structural companies who were fabricating steel for the merchant marine were headed by Lehigh men. In short, in the steel industry and especially in the manufacture of guns and projectiles, the record is simply astounding.

Making the Dream Come True.

In the last BULLETIN we told of how we proposed to crystallize this wonderful record into an inspiring tradition and at the same time give to our college a building she sadly lacks, a memorial building which shall be used for college administration purposes. In this we will collect and set forth, for succeeding generations to study, the record of every Lehigh man in this war, in both military and civil life. In the great memorial hall we will do honor to “those who served and those who died.”

Now came the question. Can we do this thing in a big, splendid way

or are our plans the mere vamping of unbalanced enthusiasm. Nowhere had there been more approval of the project than in Pittsburgh. Let's put this enthusiasm to the test. On March 1st a meeting of the Pittsburgh Committee is called and they are told that our first step is a big one. Nothing less than to attempt to raise \$300,000 from 200 Alumni, so that when we go into our campaign for a subscription from every Lehigh man we can assure them that they are subscribing to something which is surely going ahead. "Gentlemen, the way to begin is to begin, what will you do here and now?" A pause, a silence, and then a man rises, "I will give \$5,000." Nothing like family loyalty. His brother immediately matches the subscription. Then another man quietly says, "Well, I marked \$10,000 down in the straw vote we took at the first meeting at Philadelphia so I will have to make good." One man is slightly deaf. Sometimes this does no harm. Very innocently he looks around and then says, "Well, I'll start the subscription by pledging myself for \$5,000." He is at once enlightened and told the subscription has already started and two men have given \$5,000 and his partner \$10,000. Nothing like loyalty to your firm, "If that's the case I'll raise my subscription to \$10,000 if the others do the same." Nobody ever bluffed that pair of brothers. They snap him up in a moment. The other men present also subscribe and our start is made with over \$50,000 pledged. Perhaps it isn't a dream after all!

Then comes the organizing of the campaign in the various districts. The plan is simple, first the local committee subscribes, with that as a starter they canvass for other subscriptions, adding each man to the committee who subscribes. The secretary is used to aid in the canvass accompanied in each visit by the committee member who is best acquainted with the man to be visited. It is hard work to find the men but never hard to get the subscription when the man is found. Here is an instance in Philadelphia. We have a man on the list who no one on the committee knows except one man who has not seen him for thirty years. No one has ever seen him at a Lehigh meeting or back at college. We make several unsuccessful efforts to find him and finally succeed. The secretary starts to tell the story. "You don't have to explain. I know all about it." I stop in amazement, for I can't think of a single point of contact through which he could have heard of the project. "How do you know about it?" "Well, you send me the BULLETIN, don't you? And I read it." "Well if that's the case all I have to do is to tell you what to give." With a smile he answers, "Righto, what do you want?" "I think you should give \$2,500." With pen poised in air he remarks casually, "Well, I had decided to give \$2,000 after reading the article in the BULLETIN but if \$2,500 is the right figure—" and without another word the pledge and check are written and better than the subscription comes the farewell words, "I am coming back to the reunion in June."

Another man is so busy he can only listen for a few minutes at the office rail. But he makes a liberal subscription of \$1,500 and then as we leave the office calls after us, "I'm good for a little more if you need it." A third subscribes \$1,000 and then thanks us profusely for coming to see him and giving him the opportunity to subscribe. Is it any wonder that one of the committee remarked, "This is the most inspiring thing I have ever done. These men act as though you were giving them gold bonds instead of taking money away from them."

But inspiring as it is it is nevertheless hard work. Lehigh has few men who are blessed with much of the "root of all evil," and it takes a deal of traveling to see them. To find 200 who will give from \$500 up means not only hard work but lots of time. Nevertheless, by the middle of April 100 had been found who gave \$150,000 which was half the amount we were after in the preliminary canvass and up to the highest average our fondest hopes had given us vision of. Most of this money had come from Pittsburgh, Philadelphia and New York, with a few subscriptions of \$500 and over from Chicago, Milwaukee and Pottsville. There was also one from New England, one from Northern Ohio, one from Central New York, one from the Pacific Coast and several from Bethlehem.

But Bethlehem had purposely been left to give us a start on the second lap. So I went to some of the men and told them what Pittsburgh had done in the beginning of the Campaign and asked them to give us a start for the second \$150,000. One man said he would give \$10,000. "Will that mean as much sacrifice to you as these \$500 subscriptions mean to men who have nothing but their salaries?" "No," came the frank answer, "I should give \$25,000 and I will, although it certainly does hurt a bit." And there in a nutshell is the whole story. "I want to give my share. Help me determine what that share should be and I will make the necessary sacrifice." This is the attitude we meet everywhere. And in truth this attitude of sacrifice is necessary if we are to put over such a tremendous project.

With the middle of April reached and \$175,000 pledged, the Secretary turned to getting out the BULLETIN. As soon as it is in press he will start out again to try and secure that other \$125,000. Probably enough subscriptions can be obtained in the next two weeks so that the total amount pledged will be in the neighborhood of \$200,000 by May 1st. But the other \$100,000 must come largely from the Lehigh men scattered over the country. The districts around Pittsburgh, Bethlehem, Philadelphia and New York contain about 30% of Lehigh's Alumni. The rest of the men are scattered and to reach them all personally is a physical impossibility, so here and now we call on you to show that distance does not dull your love and loyalty but rather adds to it. From England and from China come letters from the local chairmen telling that the campaign is on and that a 100% subscription is their slogan. And that is our slogan here in America. "Over the top with a 100% subscription." A subscription from every Alumnus, be he graduate or non-graduate. Why, one man in Pittsburgh who never went to Lehigh, hearing his friends talk of it at the club, sent a thousand dollars, and the father of one of our boys who gave his life sent \$500. Will any Lehigh man fail to do his part? Not a casual gift but a real continuing sacrifice is what we ask for. We want 200 subscriptions totaling \$300,000 and varying in amount from \$500 to \$25,000. We have a hundred of them. Will you add your name to this roll of honor? For it is an honor to be one of these men who are making this dream a reality. If you cannot do this make your subscription as large as possible and be sure the sacrifice is as great as you can make. For these boys of ours who died gave all and gave it freely for you and me. A casual or an unwilling subscription to a memorial for them would be a sacrilege. Give as they gave!

Some Facts Subscribers Should Know.

The building will cost in the neighborhood of \$300,000 and \$200,000 more will be needed for the decoration, memorial tablets, records, furnishing and proper endowment for upkeep.

5 per cent. of the subscription to be cash, with the pledge. The balance in deferred payments, as follows:

- 15 per cent. November 1, 1919.
- 20 per cent. January 1, 1920.
- 20 per cent. April 1, 1920.
- 20 per cent. July 1, 1920.
- 20 per cent. October 1, 1920.

(If business conditions are not such next fall as to warrant collections, the payments will be deferred by action of the committee.)

All payments being direct gifts to an educational institution, they are proper deductions in making up income tax returns.

As part of the money is wanted for endowment, Liberty bonds will be accepted at par in payment of part (not to exceed one-half) of a man's contribution.

Checks should be drawn in favor of the "Lehigh Alumni Memorial Fund," and handed with pledge to a member of your committee, or can be mailed to the Secretary of the General Committee, Walter R. Okeson, or to the Treasurer, E. P. Wilbur Trust Co., at South Bethlehem.

There will be no subscriptions asked for at any Lehigh meeting. Final results and committee plans will be announced on Alumni Day, June 28, 1919.

LEHIGH'S MEMORIAL COMMITTEE

The committee as at present constituted is given below.

Bethlehem District

E. G. Grace, '99.
T. M. Dodson, '00.
R. P. Hutchinson, '04, Chm.

New York District

R. Peale, '83.
L. M. P. Gaston, '88.
S. B. Knox, '93.
A. Weymouth, '94.
W. C. Dickerman, '96, Chm.
F. Donaldson, '01.
N. Merriman, '05.

Philadelphia District

J. A. Jardine, '84.
R. H. Morris, Jr., '89.
S. D. Warriner, '90.
A. Eavenson, '91.
F. Baker, '95, Chm.
C. W. Lord, '96.
Wm. Gummere, '99.
W. T. White, '00.
J. A. Steinmetz, '00.
A. R. Glancy, '03.

Pittsburgh District

Chas Taylor, '76.
T. Allderdice, '83.
F. R. Dravo, '87, Chm..
H. H. McClintic, '88.

New England District

W. D. Hartshorne, '74.
E. H. Williams, '75.
C. H. Veeder, '86, Chm., Hartford,
H. W. Rowley, '85.
W. J. Lloyd, '92.
R. F. Gadd, '93.
I. I. Beinhower, '94.
C. F. Townsend, '95.
J. J. Frank, '94.
C. E. Trafton, '96.
S. P. Senior, '97.
H. P. Reno, '04.
E. E. Yake, '12.

Washington District

R. W. Lee, '87.
C. J. O'Neill, '93, Chm.
H. J. Jackson, '08.

Baltimore, (Maryland District)

T. H. Symington, '93,
J. F. Symington, '01.
W. F. Roberts, '02, Chm.
J. S. Rowan, '10.

North-Eastern Pennsylvania

E. H. Lawall, '82, Chm., Wilkes-Barre.
J. B. Price, '85.
H. Kemmerling, '91.
C. Dorrance, '07.
H. H. Otto, '12.

Central Pennsylvania

W. Jennings, '90, Chm., Harrisburg.
W. P. Starkey, '00.

Southern Anthracite District

H. E. Atkins, '91, Chm., Pottsville.
E. A. Quier, '91.
Chas. Enzian, '01.
G. W. Beggs, '95.
W. G. Whildin, '95.

Central New York

H. G. Reist, '86, Chm., Schenectady.
C. Evans, '01.

Buffalo (Western N. Y. District)

C. W. Underwood, '94, Chm.
D. W. Roper, '98.

Detroit (Michigan District)

N. C. Banks, '93, Chm.
A. Maccauley, '94.

Chicago (Illinois District)

H. W. Kern, '92, Chm.
G. H. Frost, '93.

Wheeling (W. Va. and So. Ohio)

D. G. Hearne, '90, Chm.

Erie, Pa.

R. Jarecki, '02, Chm.

Northern Ohio

J. W. Packard, '84.
F. R. Coates, '90.
F. A. Coleman, '92, Chm., Cleveland.

Milwaukee (Wisconsin District)

W. W. Coleman, '95, Chm.
R. B. Brown, '94.

Minneapolis (Minnesota District)

C. M. Case, '92, Chm.

Southern States

P. Toulmin, '86. (Alabama to Texas.)
T. G. Empie, '94, Chm. (N. Carolina to Florida.)
W. T. James, '01. (Ky. and Tenn.)
G. L. Street, '06. (Virginia.)

Indianapolis (Indiana District)

H. F. Campbell, '04, Chm.

St. Louis

J. D. Von Maur, '94, Chm.
F. J. McDevitt, '04.

Salt Lake City.

J. E. Talmage, '91, Chm.

San Francisco

W. C. Duncan, '08, Chm.

Portland, Ore.

C. J. McGonigle, '01, Chm.

Cuba

J. R. Villalon, '90.
R. F. Sanchez, '99, Chm.

China

D. S. Williams, '96.
Te-Ching Yen, '01, Chm.

England

Theodore Stevens, '86, Chm.
H. F. Parshall, '87.

In addition the Trustees will be represented by Dr. H. R. Price, '70, the University by Dr. H. S. Drinker, '71, and the Alumni at large by the members of the Board of Directors of the Alumni Association; R. M. Dravo, '89, R. S. Perry, '88, F. Baker, '95, Major H. H. Scovill, '00, F. A. Daboll, '96, H. D. Wilson, '01, W. F. Roberts, '02, A. C. Dodson, '00, P. A. Lambert, '83, and W. R. Okeson, '96.

THE LIST OF SUBSCRIBERS

Every man who subscribes becomes a member of the committee and is expected to work for the success of the project. Later on a full list of subscribers will be published. At present we publish merely a list of the men who have pledged \$500 or more. The men on this list have given \$195,000. 1899 leads in total amount subscribed, 1888 is a close second, 1889 right on their heels, 1890 not far behind, with 1887 and 1895 in fifth and sixth places. Who will be the men to pledge in amounts of \$500 or more, the balance of the first \$300,000? Which will be the leading classes on Alumni Day?

1866 (Hon.)	1890	1897
S. J. Glass.	E. H. Beazell.	E. S. Knisely.
V. L. P. Shriver.	W. H. Beck.	P. B. Straub.
1871	J. B. Cullum.	T. Lewis.
H. S. Drinker.	J. J. Fleck.	C. M. Barton.
1876	W. Jennings.	1898
Chas. L. Taylor.	T. A. Straub.	B. Riegel.
1878	S. D. Warriner.	1899
F. P. Howe.	H. D. Williams.	E. G. Grace.
1881	1891	W. Gummere.
T. M. Eynon.	H. E. Atkins.	1900
1883	A. Eavenson.	A. C. Dodson.
R. Peale.	1892	T. M. Dodson.
1884	S. D. Cushing.	W. P. Starkey.
J. A. Jardine.	H. W. Kern.	J. A. Steinmetz.
J. A. Watson.	P. H. W. Smith.	1901
1885	C. O. Wood.	T. Burns.
G. Neilson.	1893	C. Enzian.
G. W. Snyder.	H. R. Blickle.	C. Evans, Jr.
J. W. Peale.	S. B. Knox.	T. M. Girdler.
1886	C. L. McKenzie.	C. J. McGonigle.
J. W. Richards.	C. J. O'Neill.	E. T. Murphy.
C. H. Veeder.	C. W. Parkhurst.	J. J. Nolan.
1887	1894	J. W. Shaeffer.
A. C. Buck.	G. W. S. Baton.	1902
F. R. Dravo.	R. B. Brown.	R. M. Bird.
1888	G. W. Hunsicker.	1903
C. P. Coleman.	R. W. Knight.	T. L. Cannon.
G. P. Dravo.	A. Weymouth.	1904
L. M. P. Gaston.	1895	R. P. Hutchinson.
H. T. Hartman.	F. Baker, Jr.	W. M. Lalor.
C. D. Marshall.	W. W. Coleman.	1905
H. H. McClintic.	H. DeHuff.	M. H. Lesser.
1889	L. S. Duling.	J. D. Berg.
T. Allderdice.	G. R. Enscoe.	C. B. White.
W. Butterworth.	J. E. Gomery.	1907
M. L. Byers.	W. R. Okeson.	Paul Mackall.
F. J. Carman.	Paul Powers.	1908
W. A. Cornelius.	H. A. White.	C. H. Leaman.
J. W. Dougherty.	N. Wigfall.	1910
R. M. Dravo.	1896	J. H. Pierce.
H. Frauenthal.	L. W. Baldwin.	1912
C. W. Hudson.	S. P. Curtis.	V. B. Edwards.
S. E. Lambert.	F. A. Daboll.	1913
C. W. Moffett.	W. C. Dickerman.	A. K. Cosgrove.
C. W. Schwartz.	W. Lord.	R. Peale.
W. A. Webb.		1918
		R. Peale, Jr.

VICTORY (WELCOME=HOME) REUNION

Alumni Day, June 28, 1919

Our boys are coming home. Every day brings word from them that they are reaching America once more. And they all say they are going to break all rules and regulations to be in Bethlehem on Alumni Day. "The Old College will certainly look good to me." That's the universal sentiment. Back from Flanders, Champagne, the Argonne, the Meuse, the Piave, the bleak North Sea, the coasts of France, the Mediterranean, with every hardship and danger forgotten in the glad home-coming. **Will you be there to welcome them!**

The Reunion Cup.

Now is the time for those classes who have as yet done nothing to stir up their members for a reunion to get busy. In the list of class secretaries given below a star is placed before every one who has notified us that he will make an effort to start things. Those classes that show no star we hope to stir into activity during May. Every class is eligible this year to compete for the Reunion Cup. It will be won by the class showing the largest percentage present on Alumni Day, counting every enrolled member of the class, graduate or undergraduate. Men who were members of two or more classes can choose the one they wish to hold their reunion with. Notify the Alumni Secretary and he will see that your name is on the right list. It is not necessary to hold a banquet in order to have a reunion. On Friday night, June 27th, the Alumni Association will keep open house at the Bethlehem Club for all the Alumni. A buffet lunch, music and (if such a thing can be found) a little old-time "Bethlehem Nectar" will be provided for your entertainment. You can have your reunion there and plan to win the Reunion and the Active Membership Cups.

The Active Membership Cup.

Don't forget the Active Membership Cup. This is the emblem that will tell which class is foremost in its support of the Alumni Association and the competition is keen to win it in this, the year it is presented. '83, which was the foremost class in percentage of active members last year, has announced publicly its intention of carrying off this cup. But the Class of '88, in whose name it is given, the Class of '89, the Class of '91, the Class of '94, the Class of 1917 and the Class of 1918 are making scientific canvasses in order to make their average the highest. 1917 and 1918 are collecting the dues and turning them in to the Treasury. Some of the other classes are working very quietly but their campaign is no less liable to produce astonishing results. What is your class doing? And what are you doing to help it win this cup? Pay this year's dues and an installment on any arrearage that is owed, become an active member and whether you get back for Alumni Day or not, you help your class in this competition. Incidentally you set the seal of your approval on the work the Alumni Association is doing and make it possible for us to continue this work.

Program for the Welcome Home Reunion.

FRIDAY, JUNE 27TH—

Gathering of the Clans. Registration at Drown Hall.

8:00 P.M.—Open House for all Alumni, at the Bethlehem Club.
Class Reunion Banquets.

SATURDAY, JUNE 28TH—

Registration at Drown Hall.

10:30 A.M.—Commencement in Chapel. Conferring of Honorary Degree on "Charlie" Taylor. Alumni Day Address by Walter R. Okeson. Presentation of Service Flag.

11:30 A.M.—Alumni Meeting in Chapel. Report on the Alumni Memorial Fund. Award of Active Membership Cup.

- 12 M. to 1:00 P.M.—Registration at Drown Hall. Saying "Howdy" to all your long lost chums. Concert by Bethlehem Steel Band.
- 1:00 P.M.—Alumni Luncheon in the Commons. Families and friends entertained in Drown Hall by Faculty Ladies Club. Award of Reunion Cup. No set speeches. Songs, yells remarks by anyone who has anything to say, provided the gang will let him talk.
- 3:00 P.M.—Parade by Classes, led by Bethlehem Steel Band. Classes are urged to have at least one banner, and if they are uniformed and bring their own music they will receive a special vote of thanks.
- 3:30 P.M.—Baseball Game between this year's Lehigh team and the Championship Lehigh team of 1917. Here's your chance to see the greatest team "Tom" Keady ever turned out. But keep your eyes on this year's team too.
- Saturday Evening—Class Reunion Banquets. President's Reception at 9:00 P.M.

SUNDAY, JUNE 29TH—

- 11:00 A.M.—Baccalaureate Sermon. Memorial Service, conducted by Bishop Talbot, for Lehigh's sons who gave their lives for liberty in this war.

Of course we have other features in mind but it is too early to announce them yet. Besides you are enough of a kid to like a little surprise.

Rooms and Meals.

There will be a big crowd back, so make your reservations early. The Eagle Hotel is to be torn down and is closed, so don't try to make them there. Write to the Alumni Association and we will secure you accommodations at the private houses where guests are taken during the Bach Festival. Or if you are coming "stag," and prefer it, you can have a cot in the Gymnasium, where you can have a plunge in the pool, or a shower to cool your aching head "the morning after," and then breakfast at the Commons. We will take care of you all if you only give us due notice. Cars can be parked on the driveway above the lower field, where we will have a man to check and watch them.

Registration.

Register by phone when you get to town. The phone number of the Alumni office is 1993. Register Friday night at the Bethlehem Club. Or register Saturday morning at Drown Hall.

A WORD TO THE WISE.

If you miss this one you will always regret it. We'll sympathize with you but we can never give you another like it. "Tough luck, old man!"

The List of Reunion Secretaries

- Class of '69—C. A. Wolle, 803 Prospect Ave., Bethlehem, Pa.
- *Class of '70—H. R. Price, 435 Clinton Ave., Brooklyn, N. Y.
- *Class of '7—H. S. Drinker, Lehigh University, South Bethlehem, Pa.
- *Class of '72—W. S. Cortright, 27 South Linden St., Bethlehem, Pa.
- Class of '73—W. M. Scudder, 510 Parker St., Newark, N. J.
- *Class of '74—W. D. Hartshorne, 40 Pleasant Street, Methuen, Mass.
- Class of '75—A. E. Meaker, R. D. 1, Binghampton, N. Y.
- *Class of '76—William Griffith, 408 Susquehanna Ave., West Pittston, Pa.
- Class of '77—G. M. Heller, Ridge Ave. and Righter St., Philadelphia, Pa.
- *Class of '78—B. B. Nostrand, Jr., 929 Paulding St., Peekskill, N. Y.
- Class of '79—H. J. Seaman, 606 5th Street, Catasauqua, Pa.
- Class of '80—G. E. Potter, 1231 W. Wayne St., Fort Wayne, Ind.
- Class of '81—T. M. Eynon, 15th and Clearfield Sts., Philadelphia, Pa.

- Class of '82—L. O. Emmerich, 201 N. Laurel St., Hazelton, Pa.
 *Class of '83—H. A. Porterfield, Dexter Oil Co., Granite Bldg., Pittsburgh, Pa.
 *Class of '84—C. O. Haines, 622 Dickson Bldg., Norfolk, Va.
 Class of '85—H. W. Rowley, 1139 Old South Bldg., Boston, Mass.
 Class of '86—W. H. Sayre, Jr., 50 Church Street, New York City.
 *Class of '87—Frank S. Smith, 226 E. Market Street, Bethlehem, Pa.
 *Class of '88—H. S. Miner, 915 Monmouth Street, Gloucester City, N. J.
 *Class of '89—W. A. Cornelius, 1121 S. Park St., McKeesport, Pa.
 *Class of '90—H. A. Foering, 741 W. Broad Street, Bethlehem, Pa.
 *Class of '91—Walton Forstall, U. G. I. Co., Broad and Arch Streets, Philadelphia, Pa.
 *Class of '92—G. W. Engel, 1418 Jackson St., Scranton, Pa.
 *Class of '93—R. C. H. Heck, 35 College Ave., New Brunswick, N. J.
 *Class of '94—I. I. Beinhower, 25 N. Main Street, Rutland, Vt.
 *Class of '95—J. B. Slack, 446 Bartlett Bldg., Atlantic City, N. J.
 *Class of '96—S. M. Dessauer, 545 West End Ave., New York City.
 *Class of '97—T. H. Merriman, 2230 Municipal Bldg., New York City.
 *Class of '98—B. D. Riegel, 8 West 40th St., New York City.
 *Class of '99—W. L. Meaker, 295 Henry St., New York.
 Class of '00—Herbert S. Lewis, 4126 Seventh St., N. W. Washington, D. C.
 *Class of '01—H. D. Wilson, Wilson-Snyder Co., 2 Ross Street, Pittsburgh, Pa.
 *Class of '02—Robert M. Bird, Bethlehem, Pa.
 *Class of '03—M. A. Walker, D. & H. Canal Co., Scranton, Pa.
 *Class of '04—Paul Luckenhach, Bethlehem, Pa.
 *Class of '05—R. G. Kirk, 108 N. 2nd St., Harrisburg, Pa.
 Class of '06—C. F. Gilmore, 665 Spruce St., Williamsport, Pa.
 *Class of '07—Ray Walters, Lehigh University, South Bethlehem, Pa.
 *Class of '08—W. D. Sanderson, 1201 Chamber of Commerce Building, Buffalo, N. Y.
 *Class of '09—D. M. Petty, 34 N. 8th Ave., Bethlehem, Pa.
 *Class of '10—H. M. Fry, 124 N. 7th Ave., Bethlehem, Pa.
 Class of '11—R. F. Wood, P. & R. Coal & Iron Co., Williamsport, Pa.
 *Class of '12—G. J. Shurtz, 26 Washington St., Perth Amboy, N. J.
 *Class of '13—C. W. Miller, Box 1191, Baltimore, Md.
 *Class of '14—Geo. P. Flick, 740 Pawnee St., Bethlehem, Pa.
 *Class of '15—H. M. Search, care of Weston Dodson Co., Bethlehem, Pa. Co., South Bethlehem, Pa.
 Class of '16—D. C. Brewster, Rector Chemical Co., 2 Rector St., New York City.
 *Class of '17—W. H. Carter, Instructor in Chem., L. U., South Bethlehem, Pa.
 *Class of '18—A. E. Buchanan, Jr., 1102 Jackson St., Wilmington, Del.

LIFE MEMBERSHIP

With each successive number of the BULLETIN we are able to announce some new Life Members. The Victory Loan Campaign should certainly increase the number greatly, although we are making no formal appeal. We have almost 200 now and certainly hope that before Alumni Day this number will grow at least 25%.

Since the February issue the following names have been added to our Life Membership List:

C. F. King, '80.	C. B. Warren, '98.
F. W. B. Pile, '88.	E. M. Huggins, '00.
E. Diebitsch, '89.	D. F. Hewett, '02.
J. B. McBride, '96.	

Send a \$100 Liberty Bond of any issue or a check for \$100 and become a Life Member, cancelling all dues past and future. Make yourself a PERPETUAL member of the Association.

OFFICIAL DIRECTORY ALUMNI ASSOCIATION LEHIGH UNIVERSITY, Inc.

President: Fred A. Daboll, 1605 Finance Building, Philadelphia, Pa.
 Vice-President: Henry D. Wilson, 2 Ross Street, Pittsburgh, Pa.
 Vice-President: William F. Roberts, Sparrows Point, Md.
 Treasurer: A. C. Dodson, care of Weston Dodson Co., Inc., Bethlehem, Pa.
 Secretary: Walter R. Okeson, Drown Memorial Hall, Bethlehem, Pa.
 Archivist: Preston A. Lambert, 215 South Centre Street, Bethlehem, Pa.

Honorary Alumni Trustees

Ralph M. Dravo, Diamond National Bank Building, Pittsburgh, Pa.
 Robert S. Perry, 31 Union Square West, New York, N. Y.
 Franklin Baker, Jr., N.E. Corner 13th and Market Streets, Philadelphia, Pa.
 Colonel Henry H. Scovil, Chamber of Commerce Bldg., Pittsburgh, Pa.

Alumni Members Athletic Committee

Eugene G. Grace, '99.
 Samuel T. Harleman, '01.
 George C. Beck, '03.
 Walter R. Okeson, '96, Treasurer.

Endowment Fund Committee

Ralph M. Dravo, '89, Chairman.
 A. E. Forstall, '83.
 H. S. Miner, '88.
 Taylor Allderdice, '83, '(Hon.) '17.
 Walter R. Okeson, '96, Secretary.

Bulletin Publication Committee

(See Page 1.)

Alumni Day Committee

Walton Forstall, '91, Chairman.
 George C. Beck, '03.
 Robert M. Bird, '02.
 Samuel M. Dessauer, '96.
 Walter R. Okeson, '96, Secretary.

Secretaries Reunion Classes 1919

**ALL CLASSES HOLD
 REUNIONS THIS YEAR**

**Are YOU
 Coming ?**

**See page 9 for List of
 Secretaries**

Secretaries Local Alumni Clubs

Chicago Lehigh Club, H. W. Kern, '92,
 Secretary, 179 West Washington
 Street, Chicago, Ill.
 Detroit Lehigh Club, F. U. Kennedy,
 '07, Secretary, care McClintic-
 Marshall Co., Detroit, Mich.

Intermountain Lehigh Club, H. L.
 Baldwin, '07, Secretary, Box 115,
 University of Utah, Salt Lake City,
 Utah.
 Lehigh Club of Central Pennsylvania,
 P. L. Grubb, '02, Secretary, 417
 Briggs Street, Harrisburg, Pa.
 Lehigh Club of China, Yen Te Ching,
 '01, President, Wuchang, China.
 Lehigh Club of Cuba, E. Beato, '08,
 Secretary, 76 Paseo de Marti,
 Havana, Cuba.
 Lehigh Club of New England, D. K.
 Dean, Allberger Pump and Con-
 denser Co., 88 Broad St., Boston,
 Mass.
 Lehigh Club of Northern New York,
 C. L. Moffatt, Secretary, 218 Glen-
 wood Boulevard, Schenectady, N.Y.
 Lehigh Club of Western New York,
 T. M. Uptegraff, '10, Secretary, De-
 fiance Paper Co., Niagara Falls,
 N. Y.
 Lehigh Home Club, S. T. Harleman,
 '04, Secretary, Bethlehem, Pa.
 Maryland Lehigh Club, F. E. Rasmers,
 '11, Secretary, 3201 Presbury St.,
 Baltimore, Md.
 New York Lehigh Club, Ira B. Wheel-
 er, '07, Secretary, Railway Steel
 Spring Co., 50 Church St., N. Y.
 City.
 Northeast Pennsylvania Lehigh Club,
 R. B. Williams, '13, 228 So. Main
 Avenue, Scranton, Pa.
 Philadelphia Lehigh Club, Moriz
 Bernstein, '96, Secretary, 2130
 Estaugh Street, Philadelphia, Pa.
 Pittsburgh Lehigh Club, George M.
 Baker, '07, Secretary, General
 Electric Co., Oliver Bldg., Pitts-
 burgh, Pa.
 Southern Anthracite Lehigh Club, A.
 W. Wright, '03, Secretary, Eastern
 Steel Co., Pottsville, Pa.
 Washington Lehigh Club, H. J. Jack-
 son, '08, Secretary, 514 Union
 Trust Bldg., Washington, D. C.
 Southwestern Lehigh Club, F. P. Law-
 rence, '10, Secretary, care South-
 western Telephone and Telegraph
 Co., St. Louis, Mo.

EDITOR'S PAGE

My hat is off to you Lehigh men. I have bragged about this college and its alumni all my life but have always had a sneaking idea that perhaps my spectacles were a little rose colored. But no! Instead of that I realize they were blurred. When it comes to the point where it's "fish, or cut bait," every Lehigh man's line is playing a ten-pounder. This past six weeks have been a revelation to me. Yes, and an inspiration too. When the Memorial Committee handed me the job of going out and helping to collect \$300,000 from 200 Lehigh men I said, "Well, Okey, here's where you have the most uncomfortable time of your life." I have been in lots of campaigns for raising money and, as everybody knows, it is a thankless job at best. I started, expecting excuses, hard-luck stories even snubs and sneers, and I found smiling welcome, willing sacrifice, and hot-blooded enthusiasm. An uncomfortable time? Why, I have had the time of my life!

When I began the one big idea in my mind was a memorial for our boys who served and died and the presentation to our college of an adequate administration building. But before long it dawned on me that something bigger than we planned for was going to happen. A wonderful recrudescence of Lehigh spirit, a swift awakening of interest in our Alma Mater, a great gathering up and binding together of Lehigh men into a sturdy, purposeful body is apparently to be the by-product of this campaign. Something bigger perhaps than we even dream of now. Such loyalty, such willing self-sacrifice, such utter forgetfulness of any purpose except to serve an ideal, means much for the future of Lehigh. Once this awakening is complete her growth and power for good will soon eclipse the achievements of her brilliant past.

Of course we are a small college, and naturally our alumni body is small too. But individually they rank high in the industrial, the engineering and the professional world. But busy men must necessarily be self-concentrated in order that the great tasks that confront them can be performed. When such men as these give largely of their earnings to their college, the college is to be congratulated on its alumni body. But when in addition they turn aside from pressing tasks to give their personal effort, not grudgingly but graciously, not unwillingly but enthusiastically, the college has in its alumni an asset whose value can scarce be estimated. I firmly believe that we are on the road to creating an alumni association whose strength and unity of purpose will be unique in the annals of American colleges. And I believe also that every effort of this association will be to support unselfishly the forward progress of our college. We must have no personal axes to grind, no selfish ambitions to support, no desire for anything which will not make for the greater good of our Alma Mater. Am I asking for more than is humanly possible? Well, still I ask it! Make Lehigh your ideal, give it of your best, and create in it a university unmatched in its humanity, its learning and its service.

Give the Alumni Association your support. Help to organize your class this spring so that it will be a foundation stone on which to build. We all have great faith in the future of our college. But bear in mind always that "faith without works availeth not."

ON THE FIRING LINE

Our additions printed in this number plus the men in the S. A. T. C. brings our record of Lehigh men in uniform during the war to about 1750. There were probably 100 more whose record we have not as yet obtained. Our recorded deaths number 43.

It was hard to secure this record. It will be harder to locate the men when they return to civil life. We appeal to the boys in the service to notify us when they are discharged.

LEHIGH'S ROLL OF HONOR

ADDITIONS.

Class of 1893

C. W. Throckmorton, Captain, Q. M. C., Remount No. 3, Camp Stirling, Texas.

Class of 1898

Leonard S. Horner, Lieut. Col., Air Service.

Class of 1902

A. G. Bohannon, Q. M. C., 3rd cl., U. S. N. R. F.

Class of 1905.

H. H. Thomas, Captain, 2nd Pioneer Infantry.

Class of 1906

Roger S. S. Guerber, 1st Lieut., Ordnance.

Class of 1908

Paul A. Fusselman. Branch unknown

S. A. Reis, 1st cl., 17th Det., Air Service Production, Langley Field.

Class of 1909

E. J. Sterner, Lieut., Ordnance.

Class of 1910

Robert W. Gilkeson, 2nd Lieut., Engineers.

Class of 1912

A. Charles Gies, Jr., Ensign, U. S. N., U. S. S. Cleveland.

Class of 1914

W. B. Todd, Ensign, U. S. N. R. F., U. S. Navy Steam Engineering School.

Class of 1917

John H. Eckels. Branch unknown.

R. H. Heffelfinger, Sergt., 311th Field Hospital.

*John Paul, Private 1st cl., Ambulance Driver, Sec. No. 524.

William W. Jennings, Sergt., Ordnance, care of Chief Ammunition Officer, A. E. F.

Class of 1918

Alfred S. Schulz, care of Co. B. Laboratory, U. S. General Hospital No. 36.

Charles A. Snyder, Ensign, U. S. N. R. F., Stevens Institute.

Class of 1919

*Walter W. Harris, Pvt., Ordnance Dept.

John J. Lord, Co. E. 145th Inf.

*Charles Monie, Sergt., 311th Mach. Gun Bn.

Class of 1920

Harvey Carrigues. Branch unknown.

E. T. Gott, Cadet, Naval Aviation.

Class of 1921

James M. Arthur, Q. M. C., Naval Aviation.
 Samuel M. Cohen, 48th Aero Squadron.
 A. W. DuBois. Branch unknown.
 Lloyd A. Lare, Lieut., Co. F, 810th Pioneer Inf.
 William M. Long, U. S. N. R. F.
 W. H. Mumford. Branch unknown.
 H. D. Stewart, S. A. T. C., Moravian College, Bethlehem, Pa.
 N. C. Stout, U. S. Naval Radio School.

Class of 1922

R. F. Carroll, Private, U. S. Marine Corps.
 R. S. Thomas, 2nd Lieut., F. A. R. C.

SPECIAL EDITION OF THE HOWL**Lieut. James Hayes Chandler, '16, Turns Editor Again**

Everyone who enjoyed "The Howl" in the February Bulletin will be delighted to find in this issue another edition of that breezy trench publication.

The Howl

There's no price
 on this one.

Another one for those who
 wish to read.

Starting as usual with our little Motto. This one will be a Chestnut, but we will attempt to amplify it.

MOTTO

Cleanliness is akin to Godliness.—However, we are in the Army of The Lord, and a long way from our Barracks.

And next comes our little Poem. Maybe we don't like to knock out those poems. Before the evening is up we may have to resort to two or three of them in order to fill up this sheet. Here goes:—

POEM

Now that the War is over,
 Now that our job is done;
 Now that the Boche is beaten,
 And the fight for Democracy's won.
WE WANT TO GO HOME!

We've lived in the mud like a pig, Folks;
 In the Mud, and the Dirt, and the Rain.
 We've fought, and we've hungered and thirsted:
 Now we want to go home again.
WE WANT TO GO HOME!

"Sunny France" we would leave to the Frenchmen.
 And to England the Breadth of the Seas;
 To the Boche we would leave his own country:
 They are welcome, we want none of these.
WE WANT TO GO HOME!

We care naught for the League of All Nations,
 Nor of where Europe's boundries run.
 We have fought a good fight, now we're through, Folks.
 We've been through since we finished the Hun.
WE WANT TO GO HOME!

To the statesmen, adroit politicians.
 Let us leave all the problems of State.
 We are Fighters, not Soldiers, but REAL MEN;
 And we don't want to sit here and wait.
WE WANT TO GO HOME!

We don't want to sit here and wait, Folks;
 We want HOME, and all that it means:
 We want socks, and neckties, and real clothes;
 We're tired of our Olive Drab jeans.
WE WANT TO GO HOME!

So now that the War is over,
 And the Hun has been put in his place;
 We want to go home and remain there,
 With a good, honest, clean living race
 OF MEN.
WE WANT TO GO HOME!

It's plain to be seen from the above what a mob of regular dyed-in-the-Bolsheviks we are turning into. isn't it?

Next on our programme comes our unusual Editorial

While rustivating "Over Here" in the A. E. F. we have been improving (or at least attempting to improve) our minds by a course of reading. Among that small selection of books which have reached us, thanks to the efforts of the War Service Library, we have had a wide range of selection. You may possibly have some idea of the melange if you have ever attended a Rummage Sale and are blessed with a sense of humor. We are. However among those volumes discarded by our Loved Ones Back Home as good enough for the soldiers but not quite good enough for the new sectional book-case we have unearthed some real gems. For instance, we have on our desk at the present writing a copy of the De Coverly papers. We must admit, that way, way back in the distant past these were nothing but a bug-bear to us, and their sole excuse for existence seemed to be but to add torture to our adolescence and a stepping stone to that diploma for which we worked, but did not want. However Addison and Steele seem as old, old friends who have been lost but are found again. Little did they realize back there in the Eighteenth Century that their Spectator would some day be read and enjoyed by the sons of an as yet unborn nation, fighting in the cause of their own country and that of it's greatest rival. However so goes the world. The little things most often discover themselves to be the really big ones and what we know as fame today most often results in simply temporary notoriety. The same principle applies to the Kind Lady who shipped her discarded books to the Soldiers. Through a false sense of vanity her shelves were stripped of golden thoughts to make way for the tinsel of modern fiction.

The moral of this little bit of Emersonian philosophy may be found in—the Parable of the Sower.

(Really, Hayes, we didn't think you had it in you.)

Some girls boast of the fact that they have never been kissed. They have our most profound sympathy, for two reasons. First: they really don't know what they have missed, and Secondly: Well we would hate to admit that we had a face like that.

In speaking of Robert Burns, the Encyclopedia Britannica states that, "his thirst for stimulants passed all bars". That is about the only joke that you will be able to find in that voluminous work, we are willing to wager. An unconscious one at that. However, it will be no joke back Home soon.

It has come to our attention that Private Blank has been transferred from the Burial Squad to the Divisional Entertainment Office. From the sublime to the ridiculous, we'll say. But that's Army Stuff, all over.

We will now have another little Poem.

THE BATTLE CRY OF FRANCE

Oh it's feenish this, and feenish that,
 And pas les oeufs, Monsieur;
 And feenish cognac, feenish biere,
 And pas des oeufs, Monsieur;
 It's feenish matches, feenish wood,
 And feenish Fin Champagne:
 Oui, feenish every thing in France.
 (Except the bloody rain.)
 They'll tell you that avant la guerre
 They had it, but not now.
 We wonder where they get that stuff,
 And why, and when and how?
 Where'er we go one word we hear,
 "FEENISH". We'd like the chance
 To get back HOME and hear no more
 The Battle Cry of France.
 FEENISH!

NO PROHIBITION LAW NEEDED

We went into a Public House in search of Eau de Vie;
 We didn't think we'd get it, but that we'd like to see
 If maybe here in Grim Old France they didn't have some booze
 Which had a kick; but no, alas—they only had Vin Rouge.

RED INK!

We stepped out to another then, 'twas just across the way;
 The Bar Maid, she was most polite, a blonde, Parisienne gay.
 "A place at last", we thought, "we've found, praise Allah! Gott sei Dank!"
 Our joy was sweet, but very short, she only had Vin Blanc.

VINEGAR!

Still not discouraged, on we moved to another small French Inn
 In search of Bourbon, Scotch or Rye, Prunelle, Cognac or Gin.
 Our hopes were blasted in the bud at each and every bar;
 We got the same reply, 'twas this, "Feenish cognac ce soir."

OF COURSE!

MY CAUSE

Sittin' here nights in my Dugout,
 Thinkin' of God knows what,
 Dreamin' of Home an' th' sunshine,
 An' th' Wife who to me means a lot
 More than th' fate of all Nations;
 More than th' Freedom of Seas;
 More than th' downfall of tyrants;
 More than Democracys.
 An' then I get thinkin' an' thinkin',
 An' I ponder this question o'er.
 Why am I here in this fightin',
 Why did I get in this War?
 Not for th' glory 'twould bring me,
 Not for th' zest of th' strife,
 Not for Democracy's Freedom:—
 Just for that one Little Wife,
 Not because Belgium was ravished,
 Not because France was betrayed,
 Not because England was threatened:—
 Just for that one Little Maid.
 Just for my Wife and my Mother,
 And Sister; a Trinity
 Greater than all of the Nations:—
 Greater than Life to me.

OUR BOYS IN EUROPE

Our heading you will note is changed. It never was quite correct for many of our boys abroad were in England, Italy or on the seas. In this issue our news and letters are so largely from places outside of France that we have changed our heading.

Captain Browne, '07, on His Way to Russia

Captain de Courcy Browne, '07, Ordnance Dept., U. S. A., writes from Constantinople under date of March 10th, as follows:

Dear Okie:

Arrived here from Berlin, via Cologne, Treves (American G.H.Q.), Metz, Paris, Rome, Athens, Salonique and the Dardanelles. Am en route to Russia via Odessa on British Destroyer "Brisk." Heck, '08, Wylie, '13, and I are among the dozen Americans in Constantinople.

Sgt. Grier Lloyd, '19, in Germany

Supply Sergeant, Grier Lloyd, '19, Co. B, 3rd M. G. Bn., 1st Div., A.E.F., writes from Obererbach, Germany, under date of March 30th, that they are having regular winter weather and the ground is covered with snow. His division has been away from the States almost two years, so they are anxious to get home again. Grier writes they are getting rather "fed up."

Ensign Gies, '13, with the Pacific Fleet

When last heard from Ensign A. Charles Gies, '13, was on the Battle Cruiser Cleveland, with the Pacific Fleet, in South American waters. Gies enlisted as a seaman on July 25th, 1917, and won a commission as ensign. He made three trips across, convoying merchant vessels, and at the end of the third trip was recommended for promotion to Lieutenant (J.G.). The signing of the armistice may have prevented this promotion from going through but it don't spoil this splendid record.

Pvt. P. A. Feringa, '19, Wins the D. S. C., as well as British Decoration

In the last BULLETIN we told that P. A. Feringa had been wounded and decorated. At that time we were unable to give exact details.

The following has since been published in the "New York Evening Sun."

"The following members of the old 7th Regt., National Guard of New York, in addition to winning the Distinguished Service Cross by citation of General Pershing, were decorated by the British authorities for extraordinary heroism * * * * Pvt. PETER A. FERINGA, No. 1,212,823, Sanitary Det., 107th Inf. During the operations against the Hindenberg line East of Roussoy, France, on September 28th, 1918, Private Feringa wounded by a high explosive shell which exploded in the midst of the platoon to which he was assigned. Six of his comrades were killed and sixteen others were wounded. Upon regaining consciousness he disregarded personal danger and in spite of the fact that he was painfully wounded and suffering severely, he remained and dressed the wounds of his comrades and assisted in their evacuation."

1st Lieut. Percy H. Kittle, '17, Expects to Get Home for the Reunion

The President of the Class of 1917 wrote from France calling on the Class to meet in a Reunion on June 28th. We published this letter in the February BULLETIN and the letters are beginning to come in from members of '17, who are still in France, saying they expect to be present. Lieut. Kittle writes on March 18th, "The February BULLETIN put in an appearance today and it sure was a welcome sight. We are due to sail the first part of April. I am looking forward with a great deal of pleasure to being numbered among those present at the big reunion."

S. A. Kendal, '18, Also Coming Home For His Reunion

But 1917 will have to go some to outnumber 1918 on June 28th. S. A. Kendal, being unable to get into the army or navy on account of physical defects, went to France as an auditor for the War Dept. He writes from Paris under date of March 27th, "I have just received the ALUMNI BULLETIN and read it with great interest. Hope very much that I will be able to get to Lehigh on June 28th and will be there if I possibly can. Please advise me

of the amount of my Alumni dues." You see he is thinking of that Active Membership Cup.

**RALPH O'NEILL, '20,
SAFELY HOME
Noted Ace, Reported Dead, Arrives
in America**

Lehigh men will read the following letter with delight, for it tells of the safe arrival home of gallant Lieut. O'Neill, whose daring exploits in the air have been told in the pages of former BULLETINS.

March 25th, 1919.

Mr. Walter R. Okeson, Secy.,
Drown Hall,
South Bethlehem, Pa.

Dear Sir:

In reply to your favor of 19th inst., I am pleased to inform you that my son, First Lieutenant Ralph A. O'Neill, erroneously reported killed in France, arrived safely in New York from overseas on February 19th, and, after a twenty-day home leave, left here some ten days ago to report back to his 147th Squadron somewhere around New York or Washington.

While his plans are somewhat indefinite he will remain in the service for some little time, with a view to ascertaining the future prospects of aeronautics before deciding on his future line of effort.

Incidentally I would mention that Ralph is one of the many U. S. Officers who brought home a "War Bride," having married, on January 31st, in London, a Miss Eileen Wood, a splendid girl of a prominent English Naval family, of Plymouth, on the Channel.

I regret to state that we have no good picture of Ralph at present, but I am enclosing herewith an enlargement of the snap-shot to which you refer which I trust may serve your purpose.

The news of Ralph having been killed was scattered broadcast by the Associated Press and at home we mourned him as dead for over a week before we received the consoling news of it being a case of mistaken identity, the aviation Lieut. O'Neill, killed by accident at Chatillon-Sur-Seine, in France, being Chas. F. O'Neill, another splendid boy of San Francisco, Cal.

Thanking you for the kind expressions of your letter, I beg to remain,
R. W. O'Neill.

**Captain O. H. Schroedel, '11, Fears
He Won't Get Back for the
Reunion**

Under date of March 27, Captain Schroedel writes from Romorantin, France, "I received the February BULLETIN the other day and I can assure you it gave me much pleasure when I read it. News of our old college chums is always most interesting. I am now a captain in the air service and am the Adjutant of the largest air service production centre in France. We had a personnel of about 13,000 here when the armistice was signed, which has now been cut down to about 9,000. I trust I will be able to attend the great reunion this year, but the prospects are very unfavorable now."

**Read His BULLETIN in the Trenches
During the Battle of the Marne**

Lieutenant W. M. McCauley, '16, 109th Inf., wrote two mighty interesting letters to us, but unfortunately insisted that nothing of his be published. However, he won't object to our telling how he got his first BULLETIN in France. His regiment was in the line of the Marne sector, holding the town of Fismettes when the Huns broke through the French line and crossed the Marne on July 15th. After four days fighting the American and French troops drove the enemy back across the river. McCauley was tired and wanted some news and no mail came. "Then the BULLETIN came and I did enjoy it. There in my little hole dug under a rock I read and found out how many of my friends were doing their share. The strange part was how you got my address."

**Carries His BULLETIN with Him
from the British to the
American Front**

1st Lieut. Morton Sultz, '12, Signal Corps, writes from Longres Haute Marne, France, under date of January 19th, that he has just received his November BULLETIN, and that "if everything goes well I'll reach the States by Easter and you can count on me for Alumni Day this year." He says the May, 1918, issue reached him in July when he was in back of Arras with the British. He only had time to glance through it but he hung on to it and carried it with him when they were moved to the American sector.

**Report that Lieut. John W. Dorsey,
'08, had Died from Wounds,
Untrue**

A report from Washington that Lieut. Dorsey had died in a French hospital caused us great anxiety until a letter from Dorsey himself to the University of Manitoba relieved our minds. Previous to the war Dorsey was Asst. Professor of the above University. He writes under date of March 24th, from Combat Officers Depot, Gondrecourt, France, A. P. O. 703, A. E. F. Dorsey, as BULLETIN readers know, was wounded and captured in the attack south of Soissons, which began July 18th. He escaped and after three months in an American hospital pulled through O. K. He says in his letter that he has been to Coblenz with the army of occupation and hopes to get back to U. S. soon, and expects to be married on his return.



LIEUT. DONALD S. SEXTON, '17
COMMANDER U.S.S. M-1

**FROM COMMON SEAMAN TO
SUBMARINE COMMANDER**

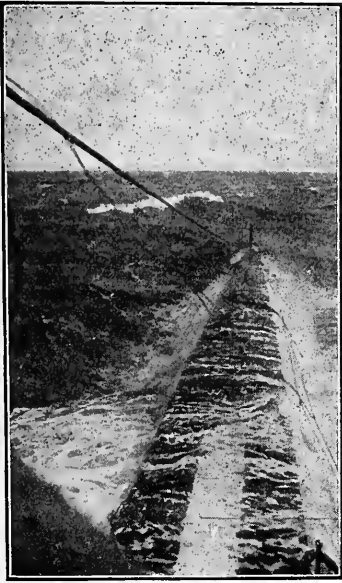
In April, 1917, Donald S. Sexton, '16, enlisted in the Navy where his duties ranged from those of mess



U.S.S. M-1 500 MILES OUT
AT SEA

boy to those of carpenter. Shifted from place to place he finally won a commission as Ensign and then was sent to Annapolis for a short course. Leaving there he reported to the Submarine School at New London, Conn., and after completing his course was transferred to a "sub." Here he found an interesting life for an officer on a submarine is supposed to be on speaking terms with Diesel engines, storage batteries, wireless and hydrophone instruments, gyro compasses, to say nothing of torpedoes and high explosives. Sexton's knowledge of these, his nerve and his seamanship were evidently all good for he was made a Lieutenant (J. G.) and given command of a "sub," the U. S. S. M-1. He writes on March 7th that he is sorry he has no exciting tales to relate, "as nothing much ever happened, except being mistaken every so often for a Hun, the result being a few rounds of shells and some depth bombs, but as the aim was poor I am still very much alive."

"I am enclosing several pictures which might interest you, two of



U.S.S. M-1 SUBMERGING

them being taken about five hundred miles at sea while on one of our tours of duty."

"I don't expect my discharge for six or eight months for they are holding on to the ex-civilians pretty tightly in this branch of the service. When discharged I will be open for a job where stealth and underhanded methods are of paramount importance."

"If I am in this part of the world in June, I surely will break all regulations to be one of the happy throng to walk into "Bobs."

Editor's Note—What do you suppose he means by that?

TRIBUTE TO MAJOR PETERSON

Captain "Billy" Estes, '05, Sends Clipping from Paris "Herald"

Just before going to press we received a letter from Captain Estes enclosing the following from the Paris Edition of the "New York Herald." This beautiful tribute to our fallen hero shows the esteem in which he was held by his comrades in France.

General Headquarters American Expeditionary Forces.

To the Editor of the Herald:

In connection with the recent death of Major David McK. Peterson, whose distinguished services as a member of the Lafayette Escadrille and of the Air Service in the A. E. F., are well known, I submit for publication in your esteemed paper the enclosed tribute to him. Trusting that you will find space for it, I am,

C. P. FRANCHOT, Capt.

TO MAJOR DAVID McK. PETERSON,
American Ace, formerly of Lafayette
Escadrille, Distinguished Service
Cross, Croix de Guerre (two citations to Order of Army), killed in
aeroplane accident at Daytona, Fla.

Quiet but forceful, kind but strong,
Faithful in study, careful in act,
Brave in action, despising the wrong,
Capable always and gifted with tact;

Valorous, generous, giving your best,
Loved by your comrades, respected
by all,

But Death that you played with in
battle and test

Beckoned at last and you've answered
its call.

France loses in you a chivalrous friend;
America's loss—a glorious son.
Honored by both before the end
By medals for valor for gratitude
won.

Though youth was still yours and the
future was bright,

Your life was a full one, complete in
its span.

Deep though our grief, with pride we
will cite

Your achievements so splendid, the
deeds of a man.

C. P. FRANCHOT.

Pvt. John A. Phillipides, '20, in
French University at Nancy,
France

Readers of the BULLETIN will remember John A. Phillipides, '20, a native of Greece, who on entering the service made a will leaving to Lehigh the amount of his army insurance. Phillipides writes from France to Dr. Drinker saying that he and 200 other members of the A.E.F. are at present at the University of Nancy. He is taking a four months course in chemistry, which ends on July 20th, and he hopes he "will be

able to join my beloved Lehigh next fall." He says that ten days before the armistice was signed air raiders bombed the University, partially destroying the Library and museum, and also the Electrical Laboratory, so that the University is handicapped as it also is by the absence in the army of its younger professors. The French students are all military men granted a leave of absence to continue their studies. Phillipides being quite a linguist was of great aid to his American comrades in arranging their courses.

**Experiences of Lieut. Doehler, '20,
in German Prison Camp**

Among Junior week visitors at Lehigh University was Lieutenant Herbert H. Doehler, of the Air Service of the U. S. Army, who has just returned to his home in Brooklyn from France and who expects to re-enter Lehigh next fall. Lieut. Doehler, who was a member of the Class of 1920 and a guard on the Varsity basketball team, had experiences which add his name to the list of Lehigh's notables in the Army's Air Service.

Captured on August 30, 1918, while on a daylight bombing expedition with the British, No. 55 Squadron, Independent Air Service, he and three other officers were held for three months in German prison camps at Karlsruhe, Baden; Landshut, Bavaria, and Villingen, Baden.

Lieutenant Doehler and the other officers made their escape from the Landshut prison by cutting their way through a wall and leaping over a stone parapet, on September 13, last. They were recaptured three days later and were punished with solitary confinement for 25 days. Lieutenant Doehler says that the food given them was most meager and that they were mainly kept alive by food supplies sent through by the American Red Cross. A weakening in the morale of the German army was perceptible as early as last September, he reports. Soldiers with whom they came in contact declared that they knew America would overrun Germany by this spring and that they had no hope. They appeared to have no sympathy with the Emperor at that time. The party of prisoners of which Lieutenant Doehler was a member were taken through Switzerland on November 30 by the Germans and were turned over to the

American Red Cross at Belgrade, France, on December 1.

On the raid in which Lieutenant Doehler was captured twelve planes of the British No. 55 Squadron started toward Cologne. Six of the machines parted from them and were not heard of. Of the remaining six, two were lost following the dropping of bombs on Thienville. The machines were attacked by thirty German planes. Lieutenant Doehler's machine was shot through the engine and the gas tank and he had to descend. He enlisted July 26, 1917, in the U. S. Army and was attached to the Royal Air Force at Toronto, there being no U. S. air forces in service at that time.

**1st Lieut. F. W. Youry, '12, Balloon
Observer with the Rainbow
Division**

Youry sailed for France in December, 1917, and after two months at a French balloon school at Soissons, reported to an American Artillery School. On the completion of his course there he joined his "outfit," the 1st Balloon Co., and went to work with the Rainbow Division on the Touraine front, south of Luneville. After three months as observer with this famous division, he was ordered to Bordeaux for a course in the U. S. Balloon School. Then he took command of the 44th Balloon Co., fresh from the States. This company had to be given finishing touches and Youry also aided in training the artillery brigades of the 7th, 29th, 78th and 80th Divisions to fire with balloon observation. Youry writes that on last 4th of July he was in Paris and hailed from the crowd his classmate, Jack Hart, as he marched at the head of his detachment of steel-helmeted marines fresh from their triumph at Chateau Thierry.

**W. H. S. Youry, '17, Wins the Croix
de Guerre**

From February 1st, 1918, when his ambulance section, S. S. U. 628, was attached to a French Division, up to the time of the armistice, Youry was in the fiercest kind of fighting. We have just heard from his brother, Lieut. F. W. Youry, '12, that "the kid" was cited several months ago and that his Croix de Guerre has been approved by the American Headquarters. Lieutenant Youry adds, "You will see us both on Alumni Day."

ON A SUB-CHASER IN THE MEDITERRANEAN

In the November BULLETIN we told of how Ensign (now Lieut.) Fred D. Powers, '17, who commanded a sub-chaser stationed in the Mediterranean, had been written up in an article in the "Providence Journal." We give below some extracts from letters from him, telling of the trip across, life on a sub-chaser, and his work since the armistice.

Left Bermuda on the 15th of May and arrived at the Azores on the 26th. We went all the way under our own power and have yet to accept a tow-line. We took gas about every other day from a tanker, and believe me it was no cinch going alongside her in a heavy sea. About three days out from Bermuda it was blowing a young gale and it was the morning I had to take on fuel. I got alongside all right, but each sea would slam the old 82 against the steel sides of the tanker. Fenders were not much use. Had to use mattresses to help out, but even so we were getting pretty badly bumped. The decks warped up from the strain and a large I beam running athwartships in the engine room was badly bent. The gas ran down the decks and through the opened seams into the engine room bilge. The tanker keeps under way during the whole operation. When I finished I had to just let go the lines and drift astern as I did not dare to start the engines with the bilge full of gas, as a backfire would have started a fire. In drifting aft the bow went under the counter of the tanker and nearly took our wireless off, while her propeller didn't miss us by much. It took over one-half hour to get the gas out of her before I dared start up and by that time the rest of the gang were quite away ahead. I'm glad no storms occurred after that as our decks were like sieves from the buckling and the gas eating out the calking. Believe me, I have had enough of this fueling at sea. All the chasers that fueled that morning got more or less wrecked. We left the Azores May 31st, and arrived at Gibraltar June 5th, leaving there June 21. Stopped at Algiers, Bizerta and Tunis, Africa, arriving at Malta the 26th and left there the

27th, and arrived at Corfu, Greece, Base 25, on the 29th of June. The chasers there (36) maintained a barrage line in the Otranto Straits, between Italy and the Albanian Coast. All enemy subs operating from bases in the Adriatic had to pass thru our line and believe me we made them hop around some.

August 16th, 1918.

We came in the day before yesterday from one of the roughest trips which I have yet experienced. A very high wind and an extremely high sea caused us to roll and roll and roll until I thought she would never stop. We simply had to hang on by the skin of our teeth the entire time. This condition continued for four long days, 24 hours a day. You can imagine how easy it was to sleep, or do anything else for that matter. I seldom get sea-sick any more, but this time it got me all right, but this was because of what I had eaten the day before leaving port. You should have seen me doing navigation. With the ship rolling to extreme angles it was very difficult to keep books, pencils, dividers, etc., on the chart table. After taking the sight, I would get a few figures down on paper and then I would have to beat it for the rail and see if the fishes needed any breakfast. Upon returning to the chart table I would find it perfectly bare, everything having slid off. Everything had to be done with one hand while the other is used to hold on to yourself, if possible. Having put a few more figures down the above operation would be repeated. After a few days the colic wore off and the sea-sickness also, although the sea continued rough and the usual gymnastics were required to keep oneself balanced. It felt very queer to get back here and have the deck steady once again.

August 23, 1918.

We have just come in from our most exciting and interesting hunt so far. I cannot say anything about it except that we were sorry when we had to come in and that the time passed very quickly. I am lucky in being assigned to this part of the world, as this is the region for action all right. Your guess is correct as to our location. You can see what the possibilities are here.

September 3, 1918.

We can mail letters from here after all, so here goes. We arrived about a week ago. The town is a typical southern town with its dirty streets, numerous liquor shops, unattached goats, and opera (?) house. There is a show at the opera house every night, sometimes musical comedy, sometimes opera, and other times I do not know what they call it. It is not very attractive as the acting is awful and the actors and actresses are worse, and also I cannot understand a word of the lines. There is also a place they call a restaurant, but that little Hot Dog Wagon in Montclair, where we used to stop very often is a heaven compared to it. However, the whole thing is a change from the wilds of our base to which we will be returning soon. To give you a general idea of some of the numerous little things that are happening all the time in addition to our "regular" exciting experiences I will tell you what occurred the other night. I turned in about midnight, after an evening at the opera (sounds almost civilized, doesn't it?), I was sleeping in my usual manner, that is with one eye and one ear open, when I felt that the wind was coming up very suddenly. Soon there was a gale blowing. I jumped out of my bunk and rushed up on deck and met the man on watch going down to wake me up. There was quite a string of boats tied together and I found that our bow line was holding the entire bunch. Something had to be done, and it had to be done immediately. So I grabbed another line and dove overboard and managed to swim to the bouy with it, pass it through the ring bolt there, and swim back to the boat with it. I was only in my pajamas so that swimming was not so difficult. Within twenty minutes of the time I had first awakened I was asleep again, but as our lines had been doubled I didn't care how hard it blew. It all goes to show that the C. O. of a ship of whatever size is never off duty.

October 9, 1918.

We came in the other day after one of the roughest trips yet. At midnight it was calm and the sea was as smooth as glass. At one o'clock the barometer began jumping around and a light sea breeze

sprung up. These calm conditions did not last very long. By daybreak it was blowing a gale, raining like ———, and the fog as thick as I have ever seen it. We were rolling forty different ways at once. At six o'clock it was blowing 50 miles per hour, the winds simply taking the tops right off the waves and hurling them thru the air. We were smothered every few minutes. Once I looked aft but could see none of the boat at all, just white rushing water. Everything was soaked. The galley was a mess, and of course out of business. Most of the bunks were soaking. Finally made port about nine o'clock that night. Mail was waiting for us when we arrived so everyone forgot that they were soaking wet and sat down to enjoy the news. The "Lehigh Alumni Bulletins" were very interesting.

Island of Khios, Asia Minor.

January 11, 1919.

You will probably be much surprised at my location. As you knew we reached Piraeus (Athens) on the 18th of December to help the American Red Cross. On January 5th I was given the job of taking a Red Cross party consisting of two women and one man and over five tons of Red Cross supplies out to this island which is 160 miles from Piraeus and just off the coast of Asia Minor and not far from the famous Turkish city of Smyrna. I left Piraeus at three in the afternoon and reached here at 8 a.m., on the 6th, and have been here ever since. Geographically this is Asia Minor, but politically it is Greek, as the Greeks gained possession of it from the Turks in 1912, during the Balkan war. There are thousands of refugees on this island, half starved and half clothed. 32,000 came here, but already 8,000 have died. They consist mostly of Greeks driven out of Asia Minor by the Turks. Nearby islands are in the same condition and it is this that the Red Cross have come for. The two girls and man are not living aboard the 82 but are staying in a hotel(?). I wouldn't sleep in that hotel for anything, it is really a pig pen, of course no heat and no light except a little olive oil burning in the top of a glass. This is the farthest east any sub-chaser has yet reached. I do not know how long I will be here, but I suppose

until the Red Cross get settled. The 82 is the only American ship in the harbor, even the nearest sub-chaser being 160 miles away. I will be glad to get back to Athens, although even that place is nothing to brag about. I have received no mail since December 6th, and have no prospects of getting any for some time, as we are separated from our mother ship. The mother ship and 30 chasers are now at Gibraltar en route for home, the lucky dogs, while here we are out at the jumping-off place. We are also separated from supplies, pay, doctors, news, and everything else that goes with a mother ship. I haven't had any money in my pocket for so long that I am afraid I will forget what it looks like. The men of my crew are also broke and have sold cameras and other personal belongings in order to get a little spending money.

Piraeus, Greece.

January 26, 1919.

As I mentioned in a previous letter, the 82 (unaccompanied) left here for the Island of Khios with Red Cross supplies and personnel on January 5th, arriving January 6th. I stayed there until January 22nd, and gave myself a birthday present by leaving for here, stopping at the Island of Lamos en route and getting here the 24th. Navigating around the Aegean Sea is not a bad job but it would be much easier if all the navigational lights were in commission. Those near Turkish Asia Minor were destroyed by the Turks. Personally I would rather travel at night than in the daytime. On the 28th the S. C. No. 82 leaves for Salonika. It is only a run of 270 miles so that I expect to make it in about 24 hours, traveling comfortably. I was given the job of taking two men of the Hoover Food Commission from here to Salonika, which is why I am going. Will probably be back here by the 1st of February. After that I expect to take the 82 to Constantinople, so you see there won't be many places around here that the little 82 hasn't poked her nose into.

**ARE YOU AN ACTIVE
MEMBER? IF NOT
WHY NOT?**

AMERICAN RED CROSS AMBULANCE SECTION NO. 4 IN ITALY.

Of the 30 men in this unit Lehigh is first with 4 men, and Yale second with 3. The article was written by Lt. F. A. M. Tabor, A. R. C. Ambulance Service. Lehigh men are Robert C. Cory, '20, Wilfred H. Wolfs, '17, who previously served in France, William L. Weiss, '02, and G. B. Blakely, '22, who joined in Italy. Note that of the 10 men decorated two, Cory and Wolfs, are Lehigh boys.

"The French have the Chasseurs;
"The Italians the Arditi;
"The British the Ladies from Hell;
"The A. E. F. the Marines;
"The A. R. C. in Italy,—Ambulance Section No. 4."

Soon after the tremendous Austrian drive late in 1917, the American Red Cross sent four complete Ambulance Sections down into Italy to help in the merciful work of caring for and transporting the large numbers of wounded.

Section 4 was at once attached to an Italian Division operating in the mountains, and from the beginning saw continuous and interesting action.

From dug-out dressing stations high in the mountain and close to the trenches, the Ambulances carried their suffering loads, day and night, over roads difficult even under normal conditions. Steep gradients, sharp turns, sheer precipices and hairpin corners are usual adjuncts to mountain motoring.

But under stress of bursting shrapnel and enemy balloon observers searching the road; shells screaming overhead and cannon roaring at every turn,—the driving ceases to be a test of skill alone.

The traffic tears up and down. Irresponsible mules stray from side to side; troops climb doggedly up; ammunition vans rush to the guns; provision wagons and supply trains. All frantically moving, yet ever careful not to raise the dust lest it rise above the camouflage which cleverly screens the road.

The enemy, however, has the range and shells burst tracing the way. The mad desire to hurry over the shell-pocked road is only curbed by the groans of the wounded who cry out at every jolt.

This in the light of day. But at night! No light must be shown. The traffic is heavier, for the eyes in the balloon cannot see in the dark. The firing goes on gathering intensity until the flashes whip the sky like summer lightning. The air is thick with the hurrying whistle of shells and the bright flares mark the enemy guns seeking the road. Search-lights sweep the mountain-side and our guns are roaring in reply.

The traffic in some miraculous way flows on, silently and at a faster pace as each bright streak throws the night into deeper darkness. Suddenly a beautiful light hangs in the sky; a pale star-shell hovering, and it is then one learns the meaning and blessing of camouflage. Red, green and white rockets break with their mysterious messages and as if in answer, the clear tapping of a machine-gun is heard.

Winding and twisting, the great battle-grey ambulances glide down, now narrowly missing a mule or tired soldier, now blessing the white stone posts marking the road's treacherous edge. Along the sheltered stretches the powerful motor hums, the driver knowing every inch of the anxious way, and soon the valley and quiet is reached.

No guns can reach this valley and the wounded soldiers relax in the peaceful stillness and wonder how they came through. They ask to see the driver. They thank and compliment him and speak warm words of gratitude for the American Red Cross and their beautiful comfortable ambulances.

Such is the work of Ambulance Section No. 4.

A group of some 30 college men, they are gathered from almost as many states in the Union. They range in ages from 18 to 47, and have stepped out from various walks of life to the call of duty,—students, professors, cowboys, artists, engineers and many business men. Each is a volunteer. And wonderful is their team-work. As an efficient body, it has won recognition for its loyalty and excellent service and has become famous for its splendid "esprit".

Section 4 won high honors in the last so-called "Austrian Offensive" along the Piave early in June, 1918. Intending a tremendous conquest, the enemy boldly pushed forward across the river.

The American Red Cross Ambulance Section stationed in plains were in the very thick of the first on-rush. The bombardment of roads and towns was terrific. Cars were shattered, cars were ditched and one car was captured by the Austrians. The fighting was terrible; the dead lay in great numbers by the roadsides, covered fields and were piled before the barbed wire barriers.

At this period Section 4 was ordered down in support. The Italians delivered a glorious counter-attack. The enemy was driven back in the greatest confusion, not only across the river, but kilometers beyond. And the big ambulances were busy. Night and day they ran—full loads—carrying Italians and Austrians alike.

For fifteen long days the terrible and sad work went on, the ambulances carrying load after load to the rear. Long after the new lines had been established and comparative quiet settled along the river-banks, the toll was still collected; from stations, abandoned huts and off the battle field.

For this splendid work, for their courage under fire and for their great devotion and care of the wounded, ten of the men of Section 4 were decorated by the King of Italy, in the presence of many of the country's illustrious soldiers.

Walter W. Feder and Robert C. Cory, Lehigh, '20, received the Silver Medal. Zalmon G. Simmons, Frederick W. Spiegel, Wilfred H. Wolfs, Lehigh, '17, Longshaw K. Porritt, Arthur Meyer, Augustus W. Green, Scott Russell and Robert W. Lindsey were decorated with the "War Cross of Merit".

The "Shock Unit" is always ready for action. The big, high-powered ambulances with the American flag bright on their sides, are lined in one long row and wait the call, be it from mountain or plain. The drivers stand ready, and a minute's notice will bring the American Red Cross and all it stands for, to the side of a brave and an appreciative Ally.

LIFE ON A BATTLESHIP IN ENGLISH WATERS.

After the censorship was lifted Prof. Arthur Klein received an interesting letter from Lt. J. P. Clymer, '18, of the battleship Oklahoma, from which we quote:

"The war is now over and our censorship regulations no longer ap-

ply. We arrived in Bantry Bay, Ireland, with the U.S.S. Nevada on August 23, 1918. We were the first three-gun turret ships to be on this side, as the British and all our other ships then on this side were two-gun turret ships. Bantry Bay was the pre-war base for the British Atlantic Fleet. It is a wonderful harbor, well sheltered from all storms (by the high surrounding hills) and very advantageously situated for any strategic purposes. There were about eight American destroyers there, six American subs with their mothership, the Bushnell, about 20 subchasers and several minesweepers together with some British destroyers. After being at Bantry Bay for one month we were joined by the U.S.S. Utah, the third ship of our division, which was undergoing repairs at the Norfolk Navy Yard at the time of our departure.

"While at Bantry Bay we went out to convoy American transports and tramp ships. We generally hit very rough seas while on this duty and as our ship is so heavily armored that she does not ride the waves but cuts through them, we had some very rough trips. The 'Okey' has an awful roll and a wonderful pitch and it certainly would do your stomach good to have been aboard her on one of those trips. The waves breaking on her deck, 35 feet out of water, sounded like thunder. The first time we went out on convoy duty, we sailed on short orders and were not secured for sea. As a result the breaking sea rushed down the anchor chain pipes into our quarters and staterooms and we had about ten inches of water around about our bunks until morning. No lights were permitted anywhere except way below in the engine-room, and as a result we had a very fine time of it. It kept me busy trying to keep from rolling out of my bunk all night, let alone trying to sleep and the splash and splutter all around was not the most delightful sensation. The next morning all the water was pumped out, the lineoleum all removed and the ship dried out by using warm air.

"About daybreak that day we picked up ten transports and one foodship. We stayed with them until nightfall when we retraced our course and picked up another lot of ships at daybreak the next day and escorted them close on to Brest. Our

purpose in going out on this duty was to lay for the German cruisers which were reported being out trying to sink our transports. The last convoy we were with had one of its ships sunk just one hour after we left them, so you see the subs were right around us, but were afraid to start anything with the 5-inch and 14-inch guns on the lookout for them.

"After the armistice was declared we did very little else than waiting for orders. Last Tuesday we received orders to proceed to Portland, England, at which place we are now found. The week before coming here I took a three-day trip to Killarney. The scenery in that vicinity is about the most remarkable I ever saw. Last week I had a three-day leave to London. I had a very fine time there. The place was just flooded with uniformed men. London is a big city with many interesting sights, but the place is just about 50 years behind New York City.

Today the U.S.S. New York, Texas, Wyoming, Arkansas and Florida sailed in after completing their work with the British Grand Fleet.

On Sunday these eight battleships will set out to sea to meet the President and escort him to Brest, France. While there we will no doubt get Paris leave and then return to the good U.S.A."

A TRIP TO VERDUN.

Lt. Harold F. Shartle, '18, of the 71st Infantry was sent to France ahead of his regiment to qualify as an instructor in Trench Mortar Warfare. He went to the 1st Army Corps School at Gondrecourt, France, and while there had an opportunity to visit the old front lines at Verdun. We give an extract from a letter dated November 25, 1918, written by him to Prof. McKibben.

"Last Saturday and Sunday had a very interesting trip to the old front. Went by truck to St. Mihiel, saw the complete trench system and hiked from there to Verdun. It is worth a trip from the States to visit that memorable place. Before the war a large and prosperous city and today a mass of ruins, hardly a building untouched or entirely destroyed from shell fire. Was surprised to see the forts in such a fine condition after nine months siege. Inhabitants stated that for four years at least a dozen shells a day came into the city.

The underground system of tunnels where the French lived is a marvelous piece of engineering.

"Went to dead man's hill just north of the city, once a dense woods, but not a tree stands today. Some terrible sights can still be seen. Heads and arms of men protruding from the ground. Picked up a helmet and inside of it the skull of a man whose head was probably blown off by a direct hit.

"Have heard rumors of our school closing any day and in that case I will be a casual officer. Was sent ahead of my division to go to the school here and be instructor in trench mortars when they arrived. But since peace was declared they will not come over. In that event I am a casual and will return to Meade at the end of this school.

"Suppose the University resembles a military school this year. Two old Lehigh men are here at the same school with me. Jake Hagenbuch, who formerly lived in Bethlehem, who is officer of the 808th Infantry, a colored pioneer regiment, Sammy Mitman from Bethlehem is also here. So Lehigh men are doing their bit when you run into them so far away from home.

"Upon getting off the train in Paris the first person I saw was Calvin Parrish, my old C.E. classmate. He has lost about 25 pounds in weight. He had the influenza and was returning to his regiment after a rest in Bordeaux."

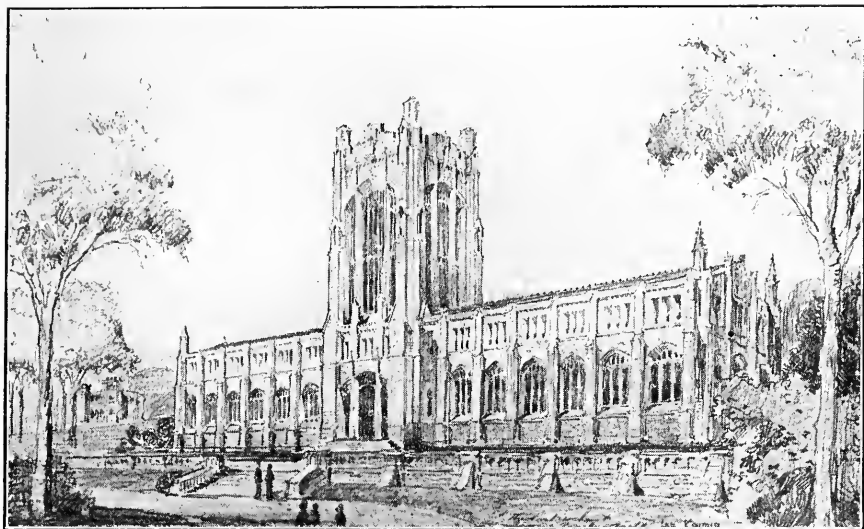
CAMPAIGNING WITH THE 6TH MARINES

February 17, 1919.
Camp Rochambeau.
St. Pierre des Corps.

Well Okie, I arrived in France on August twenty-sixth at the port of Brest. I came over with the fourth replacement of the Marine Corps. After spending a month in the S.O.S. training, I was sent up to the sixth regiment of the Marine Brigade. I got there just in time for the Champagne scrap, which was one of the hardest fronts that the second division was ever on. We went over the top on the morning of the Second of October under terrific shell and machine gun fire from the enemy. Of course our own artillery sent over a wonderful barrage but the Germans were going to hold their positions at all costs. Our

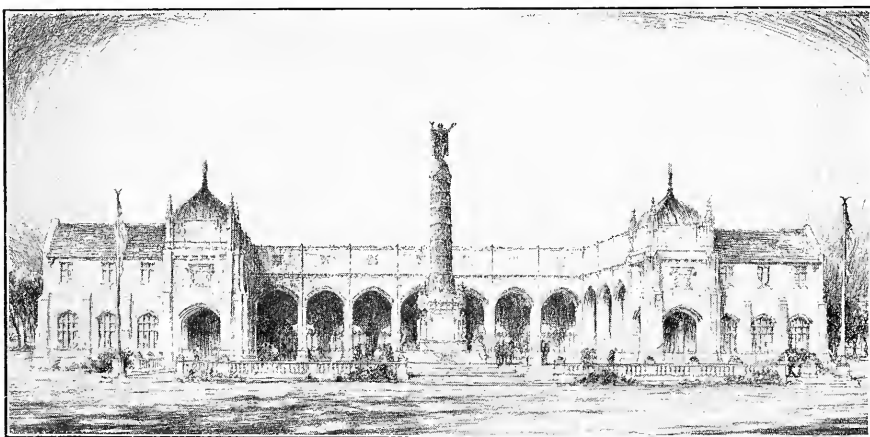
division, the second, was the only American division on the front at that time, that is, on the Champagne front. The Germans were so persistent on holding their present positions and Blanc Mont because they were the key to the whole Rheims salient. The French were on our left and right flanks and they did not advance fast enough so that left both our flanks open to the enemies guns, and believe me they sure did make use of the fact too. We advanced until we came to Blanc Mont, the strongest fortified position of them all. We finally took the mont and also the town of St. Etienne, driving the Germans from positions they had held since September, 1914. On October ninth we were relieved by the thirty-sixth division and maybe we weren't glad. We went over the top five times in seven days. Our casualties were numerous. How I ever came thru the Lord only knows. I must have had a rabbit's foot in my pocket.

We then went to a town called Vadenay and stayed there for ten days. Most of the time was spent drilling. On October Nineteenth we started to hike back to the Champagne front again. We only reached the reserve lines though, when we were recalled and we hiked back to Somme-Suippes where we were loaded in camions and taken to the Argonne front. We laid in the woods there for a week and then took over the section of the front in the vicinity of Londres-St. George. We went over the top there on the morning of November First, at five-thirty a.m. It sure was a fine morning to go over too. Just enough fog so that we could not be easily distinguished by the Jerries. We had beaucoup artillery behind us and they sure did send over a wonderful barrage. How anything ever lived through it is a miracle. The only resistance of any account that our battalion met was at six o'clock where we had to go thru Jerry's barrage. It sure was a good one too. We finally got thru it though, and our casualties were not heavy. We advanced so far the first day that we got out of range of our own artillery. They went into positions four different times and never fired a shot from any of them. On the morning of the Fourth I got some Phosgene gas in my lungs and it left them prone to all the germs



SUGGESTION FOR MEMORIAL BUILDING

J. L. Burley, '94
T. C. Visscher, '99



SUGGESTION FOR MEMORIAL BUILDING

Geo. B. Post & Sons
(Ralph F Warner, '08)



THE FIRST AMERICAN ACE

MAJOR DAVID McKELVEY PETERSON, C.E., '15

Killed at Daytona, Fla., by fall in his plane on March 16, 1919



OUR OTHER ACE

LIEUT. RALPH A. O'NEILL, '20

Erroneously reported killed

Arrived safely in New York on February 19, 1919



THE REUNION CUP



THE ACTIVE MEMBERSHIP CUP

WHO WILL WIN THEM ?

around. On the seventh or ninth, I just forget which, I was evacuated to the hospital with influenza. I was on my way to a base hospital when the armistice was signed. I left the hospital the middle of January and went to a classification camp at St. Aignan, an awful hole. There we were given our choice of going home, join our divisions or go on M. P. duty. I said, "Take me home."

They got a bunch of us casuals together which included marines, doughboys and artillerymen. They sent us to Conlic to join the eighty-fifth division to go home with them. After staying there three days they informed us that the marines could not be attached to them and they shipped us to LeMans. From LeMans they sent us back to St. Aignan again. Two days later we were sent to Chatellon and there we found that all our hopes of going home were shattered. The following day fifty of us were picked to come here on guard duty. So here I am, guarding Camp Rochambeau.

We have a fine place here and look to be here until June or July.

DAVID A. CONLIN,
Marine Detachment,
Camp Rochambeau,
A. P. O. 717, A.E.F.

OUR LONDON LETTER

American University Union's Armistice Dinner

London House,
by Fenchurch Station,
London, E. C. I.,

January 19, 1919.

My Dear Mr. Okeson:

Lehigh was well represented at the American University Union's Armistice Dinner, at the Criterion Restaurant, on Saturday, January 18, 1919, when we had among our guests several of those who were our hosts last June, when we visited Cambridge and Oxford.

J. B. MacAfee (Pennsylvania, 1882) was Chairman. After honouring the joint toast, "The President and the King," he presented the Right Hon. Herbert A. L. Fisher, M. P., President of the Board of Education, who recalled James Russell Lowell's definition of a university—"A place where nothing useful is taught," but considered he had evidence of improvement subsequent to

the statement of the criticism because before him he had American University men who had learned to sing, to shout, and last of all to fight.

He recalled his visit some years ago to our side of Admiral Sim's ocean and paid a tribute to American Public Schools and to the great influence, power, and authority of American Universities.

He recalled having seen outside the Seattle Exhibition a skysign, "Come to Tacoma, it will please you," and asked all of us present to tell all American University men who have not been to England to come here and be similarly pleased, to stay as long as you can and to come back as soon as you can, because nothing is comparable in its effect to the personal touch in all matters between man and man and between one nation's representatives and another's.

Although Admiral Sims has "cut out all H. A. C. (Hands across sea) speeches," he entertained us to our satisfaction with details of the improvements in conditions aboard ships since the days when Sir Charles Napier saw six hundred to a thousand lashes put on one man and since men in the Russian Navy were lashed to death. He assured us that "the American is all right and if not he don't want to know about it."

The Vice-Chancellor of Manchester University, Sir Henry Miers, who was born in U. S. A., and has recently, with six colleagues, visited nearly fifty American Colleges, gave us his impressions of what he saw of 175,000 University Cadets and other things of interest on his 8,000 mile journey.

His great desire is to welcome American students in England, because the interchange of students and teachers will do so much to strengthen the bond between the two countries which are one in the ideals which inspire us.

In Boston an Engineer handed him ten thousand dollars for the establishment of a scholarship in Manchester in memory of a Manchester Professor whose work had been of great value to engineers in America.

Dr. Nettleton, of Yale, voiced the American University Union's appre-

ciation of the work Professor Cunliffe, of Columbia (of English birth), and his wife have done for the London Branch of the Union.

Professor Fish will carry on this work when Professor Cunliffe returns to New York. Dr. Nettleton recalled the quotation on the monument at Yale to Nathan Hale:

"I regret that I have only
one life to lose for my
country,"

and, while paying a tribute to the democracy of service to the common cause, patriotism being not limited to University men, said that the Americans are bone of English bone and flesh of English flesh and that the war has cemented the ties between the countries in a more deep and permanent sense than ever before.

Of the work in Paris of the American University Union, which he and a number of Colleagues are responsible for, he told us they have welcomed 25,000 American University men from 400 American Colleges.

With feeling reference to Cantigny and Chateau Thierry he recited the lines written by a Canadian Colonel, "In Flanders Fields."

The interests of the intellectual embassy from the United States will continue to be served in the centers of London, Paris and Rome.

The U. S. Naval Jazz Band entertained us throughout the evening.

I hope Steinmetz and the other Lehigh men who were present will give you their impressions of a most interesting evening which brought us into touch with representatives of Cambridge, Oxford, Paris and Rome.

There is a movement of interest that I may mention, which will undoubtedly extend to America. The Classical French Theatre Association is organizing the production in England of French Classics and in France of English Classics. The General Secretary in London is Comte Austin de Croze, 89 Fitzjohn's Avenue, London, N.W.

Yours truly,

THEODORE STEVENS.

B.Met., '86, E.M., '87.

FLOWERS IN FLANDERS FIELDS.

Joseph A. Steinmetz, '00, in Poetic Strain Tells Their Symbolism

In the "Philadelphia Public Ledger," of Sunday, March 16, 1919, there appeared in "Peggy Shippen's Letter" a poem under the title of "Going Home," by Joseph A. Steinmetz, '00. Steinmetz is President of the Aero Club of Pennsylvania and this verse, though it might well be a product of a flight in the high heavens, was composed while on the broad Atlantic on his way home from stricken Europe. It was written on the steamship Olympic and dated on Washington's Birthday, 1919.

GOING HOME.

"We are going home! home!
Spring is near and over there
From the softening earth, sweet
Little garden blooms will
Meet us, and in the pastures
By the forest edge violets will
Smile at us, to ask:
'How fared those who died
On Victory's battlefields?'

"The soaring lark will greet the
Morning sun, and sweet peace
Will bless our new-born day.

"In distant fields of stricken
France foul carrion crows scratch
For their daily glut of putrid
Meat; and fever creeps at night!
'Der Tag' is done!"

"For stricken Belgium poppies
Bloom on Flanders' fields.
For broken France sad droops
The iris; pale trembles the
Fleur de lis.

"From Italy, star-like midst
The tangled grass, sparkles
The snowdrop, edelweiss,
From Alpine slopes.

"And over all, hardy and strong,
The thistle stands for Scotland's
Dead; and purple heather hides
The scars where fought the Welsh.
For Ireland's sons there grows
The shamrock, green hope
Of Erin's Isle.

"From over yon, the roll of
Distant drums—
'Tis England!
And her mighty host of dead
March on!

"Roses red and roses white,
Roses of York and roses of Lancaster!
England unbeaten
And unafraid!

"From the far isles of Anzac's
Seas we glimpse on
Flanders' fields, the glint
Of golden wattle bloom!
Australia's sons!

"And as the summer ripens and the
Picture takes fuller, deeper tones,
The forest trees throw out across
The scars of battle lines, wind
Tossed, a carpet of brown and
Crimson autumn leaves, the
Maples of Canada's brave domain,
The emblem of her hero sons.

"For America there blooms our
Goldenrod on Flanders' fields
And by the Argonne woods,
God rest our sacred dead!

"Let now the living dedicate to those
Who died and pledge anew
To those who live, and to the
Unborn hosts who yet await

The call, our holiest and our
Best, while yet we may,
That our dear dead will know
That flowers on Flanders' fields
Bloom not in vain.

"But let not thus the
Doomsday book be closed,
For other hosts of dead
There are, more numerous
Far than those whose deeds
We sing.

"Their undug, unmarked graves
Are strung in serried rows,
Far flung through forest,
Field and marshy gloom.
A thousand miles of frozen fields
And rocky glen, of stricken
Farm and thicket fen, unknown
And unsung.

"Be then to us the lilly of the valley,
Living symbol of brave Russia's
Drive, and marking memory
Of those millions dead
That we might live.

—JOSEPH A. STEINMETZ.

DEATHS IN THE SERVICE

FIRST AMERICAN ACE KILLED

**Peterson, '15, in Fatal Nose Dive,
at Daytona, Fla.**

**Brought Down Twenty-three Ger-
man Planes**

The daily papers of March 17th, 1919, under headlines such as are depicted above told us all news that brought to Lehigh hearts one of the heaviest loads of sorrow this war has placed upon us, Major David McKelvey Peterson, '15, after three years in the war, after innumerable thrilling victories, killed by a fall in a practice flight! Only a few days before his death he wrote to the Alumni Secretary that it was his intention to remain in the regular army and that he was attending a school in Florida where Reserve Officers received such training as is considered necessary before receiving their regular army commissions. On March 16th he took the air with Lieut. F. X. Paversick as a passenger. At the height of 75 feet his engine suddenly went dead, as he

was banking on a turn. His plane side-slipped and then went into a nose-dive, crashing to the ground and killing Peterson instantly. Lieut. Paversick was seriously injured.

On Saturday, March 22nd, the city of Honesdale, Pa., closed the doors of its factories, banks and stores and sadly turned out to participate in the last rites held over its fallen hero. All Northeastern Pennsylvania joined in mourning the loss of this gallant boy. The funeral was military in character. Co. D, of the Pennsylvania Reserves, together with many discharged soldiers and sailors of Wayne County comprised the escort of honor. Men of the 95th Aero Squadron, commanded by Major Peterson, together with some of his comrades from the Lafayette Escadrille, carried the casket. A number of men from Lehigh and from the North-Eastern Pennsylvania Lehigh Club were present. This Club and also the Alumni Association sent flowers as a last token of respect and love for this most distinguished son of Lehigh.

Major Peterson was born in Honesdale, Pa., on July 2nd, 1894, being a son of Dr. and Mrs. P. B. Peterson. He attended Lehigh and graduated with the degree of C.E. in the Class of 1915. While at college he was a member of the rifle squad, lacrosse squad, Tau Beta Pi and Sigma Phi Epsilon.

After graduating he worked for a time for the Dravo Brothers, in Pittsburgh. He then went to the Curtis plant in Buffalo and qualified as a pilot before sailing for France in September, 1916, where he joined the Foreign Legion and became a member of the famous Lafayette Escadrille. When America entered the war he transferred to the American army as a captain. Just previous to this he was decorated by the French at an impressive service held in honor of Captain Guynemer, the famous French airman who had lost his life a short time before. He was the first American, flying under American colors, to bring down five enemy planes, thus becoming the first American Ace. He received the Distinguished Service Cross with two oak leaves, signifying two citations. As previously recorded in the BULLETIN he had a grand total of twenty-three enemy planes since entering the French army in 1916. He was promoted in June, 1918, to Major and given command of the 95th Aero Squadron, to which the late Quentin Roosevelt was attached.

Lieut. Henry S. Jones, '17, who was in the Lafayette Escadrille with Peterson pays him this tribute: "Peterson will go down in history as one of the world's greatest aviators. He proved himself a master at fighting the Germans and was one of the four aces of our escadrille. He was able to think rapidly, to make prompt decisions and to act quickly. He was fearless to the last degree, and his ability to see everything in the air and on the ground while flying was uncanny at times."

In the August BULLETIN we published a letter from Peterson to his mother. In it he quoted the following from a letter of a comrade: "And I want to say in closing, if anything should happen to me let us have no mourning in spirit or dress. Like a Liberty Boud, it is an investment when a man dies for his country."

Private John Paul, '17, S. S. U. 524, Killed in France. Awarded the Distinguished Service Cross

No obituary could be written of this gallant boy which could compare with the simple citation accompanying the posthumous award to him of the Distinguished Service Cross.

"Private (First Class) JOHN PAUL (deceased), Sanitary Service Unit 524 (A. S. No. 8165), for extraordinary heroism in action near Fismes, France, August 9, 1918. After driving his ambulance continuously for a period of fifteen hours, Private (First Class) Paul voluntarily left his post and went four kilometers in advance for wounded, traveling a road subjected to heavy machine gun and shell fire. He was instantly killed after returning with these wounded men and carrying them into a dugout. Next of kin, John Seiring Paul, 619 East Street, Paterson, N. J.

We regret that we were unable to secure a photograph of Paul for reproduction.



Sergeant Charles Monie, '19, Dies of Wound Received in Action

On November 3rd, 1919, Sergeant Charles Monie, '19, Co. A, 311th M. G. Bn., 79th Div., was wounded in

action and died on the same day from this wound. He enlisted on September 19, 1917, and had seen hard service in France, and then with the end of the war only eight days away he "went west."

He was born in Moosic, Pa., on January 9, 1896, his parents being Mr. and Mrs. John C. Monie, who survive him, as does his sister Helen.

While at Lehigh Monie was pursuing a course in Mining Engineering and was a member of the Delta Upsilon fraternity.



**LIEUT. J. MANTON SHIMER, '17,
KILLED IN ACTION**

A telegram from the War Department at Washington received in March by Mr. and Mrs. Allen R. Shimer, 1028 West Broad Street, Bethlehem, officially announced that their son, Lieutenant J.

Manton Shimer, '17, Machine Gun Battalion, had been killed in action on October 27, 1918.

Lieutenant Shimer was born in South Bethlehem, September 21, 1890, and was a son of Allen R. and Ella Mensch Shimer. He had his early training in the public schools, graduating from Bethlehem High School in 1909. After leaving school he secured work at the Bethlehem Steel Company and learned the trade of die-sinker. Later he again took up school work, entering the Bethlehem Prep. School, from which institution he was graduated in 1916, winning the scholarship at Lehigh. When Co. M, under Captain Shonk, '01, left Bethlehem for the Mexican border, he was a Sophomore at Lehigh, but left his studies and went with the company to the border. When the company returned to Bethlehem from the border service he again took up his studies at Lehigh and was in the Junior class when the United States entered the war. When Company M became a part of the Rainbow Division, he went with his company to France. At Camp Mills the deceased was made a sergeant, and while in France, on October 1, he was made a lieutenant at the army officers' training school.

Pvt. Walter W. Harris, '19, Ordnance Dept., Dies in France

In a letter received on March 3, 1919, by his mother, Mrs. Howell Harris, of Scranton, Pa., widow of the late Howell Harris, the news came that Walter was ill. Immediately a cablegram was sent to Lieut. Col. Davis, a friend of the family, and in answer came a message from Colonel Davis telling of her son's death on February 28, 1919, of Spinal Meningitis.

Harris was twenty-three years old. He had graduated from the Scranton High School in 1914, and entered Lehigh in the Class of 1919. In January, 1918, he enlisted in the Ordnance Department and was sent overseas in July of that year.

1902 REUNION

Special Notice to Members of Class

As President of the Class of 1902 I wish to announce to all my fellow classmates that we will hold a big Reunion on Alumni Day, with dinner at Kurtz's Restaurant, Saturday evening, June 28th.

Members are urged to communicate with R. M. Bird, 808 Prospect Avenue, Bethlehem, Pa.

W. F. ROBERTS,
President, Class of 1902.

THE SERVICE OF SUPPLY

The Part Played by Lehigh Men in the War's Essential Industries

We want for the records to be filed in our Memorial Building the story of the war achievements of every Company headed by Lehigh men or in which they hold executive positions. Before this is filed a brief resume will be published in the BULLETIN. In order to start the ball rolling we are printing below some of the facts we have collected in the past few week of the war activities of such companies. Help us by sending in the record of your Company, if you are chief engineer, superintendent, manager, official or owner. We will also want, later on, photographs of the plant, the Lehigh officials, of the product, and if possible, concrete examples of the work done, be it guns or gas masks. Mine or factory, transportation system or laboratory, we want the record complete.

WAR RECORD OF BETHLEHEM STEEL CO.

We print below the record of our home company, the great Bethlehem Steel Co., presided over by President E. G. Grace, '99; Vice-President Arch Johnston, '89; Vice-President, C. A. Buck, '87; Secretary Barry H. Jones, '94 (died April 3, 1919), and with hundreds of other Lehigh men in positions of varying importance in all its departments. This information comes from an interview with Grace given in the New York "Times" of January 24, 1919.

"During the period of the European war, Bethlehem shipped to our Government and its allies:

Finished guns.....	3,570
Forgings for guns, (shipped for assembling in other plants and arsenals, largely in France,) 63,-027,197 pounds, equivalent in finished guns to about	11,000
Finished gun carriages, limbers, and other vehicles.	7,582
Finished naval mounts....	599
Complete field gun ammunition, rounds.....	18,477,876
Projectiles for ammunition	1,710,579
Air flask forgings for torpedoes, pounds.....	9,517,311
Armor plate, pounds.....	69,409,533

"This represents, as we are reliably informed, about the following percentages of the entire output of the country during the period of the war: Finished guns, 60 per cent.; gun forgings, 65 per cent.; complete ammunition, 50 per cent.

Work for Governments

"At the close of the war our shipments of gun forgings to the French, (who were finishing and assembling guns for our army,) were sufficient for about 900 guns per month, and our shipments of ammunition to foreign Governments reached 1,000,000 rounds per month. Meanwhile the shipbuilding plants have been busily engaged on work for the navy and for the Emergency Fleet Corporation. Since the United States Government's declaration of war, we have delivered an aggregate of 625,000 deadweight tons of merchant shipping, representing about 22 per cent. of the output of the entire country during this period.

"During the past year the corporation has delivered to the navy, in addition to sixteen submarines, twenty-six torpedo boat destroyers, more than one-half of the deliveries by all of the shipbuilding plants of the country, and has launched and fitted out for early delivery thirty-six additional destroyers."

McCLINTIC-MARSHALL COMPANY**C. D. Marshall, '88, President****H. H. McClintic, '88, Vice-President and General Manager**

The product of the McClintic-Marshall Co. and its subsidiary, the Riter-Conley Co., is fabricated Steelwork for Bridges, Buildings, Tanks, Blast Furnaces, Gas Holders, Oil Refineries, Transmission Towers, and construction of any kind built up of steel shapes and plates. While none of these are directly used in actual combat, they are very essential to the production of those materials and articles which are employed on their operations by the Army or Navy.

The unprecedented demand for steel necessitated a large increase in the steel producing capacity of the country and McClintic-Marshall were called on to build Ore Handling Equipment, Blast Furnaces, Open Hearth and Rolling Mill Buildings. In connection with many steel plants, By-Product Coke plants were constructed, both for the coke and the various by-products required for explosives and other chemicals which had previously been imported. They furnished and erected the structural work for most of these plants, and also for others producing T. N. T., picric acid and nitrates.

The use of oil for fuel and the demand for oil products required the erection of large numbers of Storage Tanks and Refineries. They erected Tanks with a total storage capacity in excess of three-fourths of a billion gallons, and also large quantities of material for Stills, Condensers, Agitators, and other oil refinery equipment.

One of the first demands of the Allied Governments was for arms and ammunition, and in 1915 they furnished and erected the structural steelwork for a plant for the manufacture of rifles, the buildings for which covered seventeen acres. This was done in less than three months. They executed many other contracts for plants for the manufacture of munitions, ordnance, cars, electrical apparatus, aluminum, coal gas by-product plants, and gas holders.

The large amount of business offered taxed the transportation facilities of the railroads, and they contributed to their improvement by furnishing the material for new Bridges and Terminal Warehouses.

When the United States entered the war, the direct and indirect requirements of the Government began to en-

gage their capacity, which they had increased by almost 50%, until at the time of the signing of the Armistice all ordinary commercial work was excluded. Buildings at the Navy Yards at Norfolk, Brooklyn, Philadelphia and Washington were erected by them, and there was shipped to France, All-Steel Hangars and 820-foot Radio Towers.

When the submarine menace called forth the activities of the United States Shipping Board, Emergency Fleet Corporation, they were able to be of service in constructing Buildings and Runways for the new Shipbuilding Plants, and in manufacturing parts for the fabricated ships, and a Shipbuilding plant of their own was constructed at Baltimore. During the year 1918, practically one-half of their output was for fabricated ships.

In view of the enormous capacity of the Hog Island Yard of the American International Shipbuilding Corporation, the Emergency Fleet Corporation entered into a contract with them to build and operate two Shops for the fabrication of ship parts. These Shops were completed as agreed upon and are now turning out ship parts, although the cessation of hostilities lessened the demand so that they have not been operated to capacity.

THE DRAVO CONTRACTING CO.**DRAVO-DOYLE CO.**

A host of Lehigh men beside F. R. Dravo, '87, and R. M. Dravo, '89, are associated with these companies. Our letter asking for detailed information about their activities not having as yet been answered, we will not attempt until the next issue to tell of what they did in construction, the manufacture of cranes, steel barges, etc., installation of power plants for our essential industries, to say nothing of their many other varied activities. Ralph Dravo for the past 15 months has devoted all his time to work of the ordnance department. He was civilian chief of the great Pittsburgh district, handling contracts running into billions, and still giving his entire time to adjusting these contracts.

EDGEWATER STEEL COMPANY**Frank B. Bell, '98, President**

The Edgewater Steel Company made a contract with the Ordnance Department for 3,000,000 pounds of rough machined and heat treated gun forgings for the 155 m/m Filloux gun, and

3,000,000 pounds of rough machined and heat treated forgings for the 240 m/m Howitzer. They also entered into a contract to produce all of the breech ring forgings for the 155 m/m Filloux gun which were contemplated by the Ordnance program of the United States and developed a process of manufacture for these forgings which not only turned them out more rapidly and economically than any previously used process, but produced very much superior forgings. This, however, necessitated the tying up of the equipment which had been purchased for the manufacture of locomotive tires and rolled steel wheels, and this Company was, therefore, unable to get into its own line of business until after the signing of the armistice. Other contracts for other gun parts were taken at various times, as the total capacity of the plant was made available at all times to the officials of the Ordnance Department under any terms they chose fit to propose.

In addition to the work for the Ordnance Department, this Company took and filled contracts for a large tonnage of special forging ingots for the Emergency Fleet Corporation, which ingots were shipped to other plants for manufacturing into ship shafting for the Emergency Fleet. A large portion of the capacity of the Steel Foundry was also on direct Government business; considerable tonnage of steel castings was used in the Pershing locomotives which went to France.

At the time of the signing of the armistice no attempt had been made to get into a production basis on the locomotive tire and rolled steel wheel business, but as soon as the armistice was signed all that part of the plant and organization which could be utilized for this business was turned onto this work, and the first shipment of tires was made from the plant during the month of December, 1918.

WAR RECORD OF H. M. BYLLESBY & CO.

H. M. Byllesby, '78, President

H. M. Byllesby & Co. and affiliated companies, covering lighting and power companies throughout the West, had the remarkable record of 831 men in the army, 100 men in the navy, 18 men in the marine corps and 2 men in the merchant marine, a total percentage of 19.7%. Their casualty list is 9 dead, 10 wounded and 1 missing. The em-

ployees of these companies subscribed \$2,559,250 to the four Liberty Loans and gave a half million to the war charities.

H. M. Byllesby, '78, President of H. M. Byllesby & Co., at the urgent request of the Aviation Section of the Signal Corps, accepted a Commission as Major in the Officers Reserve Corps to take charge of recruiting for the aviation service. After a few months service in this department at Washington he was promoted to the rank of Lieutenant-Colonel and transferred to London as purchasing agent for the American Expeditionary Forces. Colonel Byllesby was also a member of the various inter-allied committees in Great Britain, dealing with the allocation of available supplies and ammunition to the allied governments.

ROCK RIVER MACHINE CO.

A. A. Finkh, '97, Manager

In building the new plants necessary for increasing our capacity in the essential industries, for our ship yards, new and old, for the work necessary to be done in service of supply in France, nothing was more needed than punches, shears, bending rolls, riveters and bulldozers. This was the output of the Rock River Machine Co. When the war broke out in 1914 this Company not only manufactured and shipped their product to the Allies, but acted purchasing agent to secure large numbers of machines manufactured by others.

When our country entered the war they began at once to manufacture in large quantities for the Navy Yards, the Ordnance Department, the Emergency Fleet Corporation and for our Expeditionary Forces in France. The type of tools most largely furnished were big punches and shears, which did the work on the hundreds of thousands of tons of steel which found its way into our new plants and new ships.

WILSON-SNYDER MANUFACTURING CO.

H. D. Wilson, '01, President

Their activities in the shop during the war were confined to building hydraulic pumps for making shell forgings, the majority of shells made in the Pittsburgh district being made by their equipment, piercing plung-

ers and bushings for making these shells, power presses and boiler feed pumps for the Emergency Fleet, cargo pumps for oil tankers of the Emergency Fleet, large pipe line pumps for handling crude oil, in fact their entire product for practically three years was of the above nature, all of which was of course given essential rating, and in that time they were never rated below 95% essential.

FORT PITT BRIDGE WORKS OF PITTSBURGH, PA.

T. A. Straub, '90, President
P. B. Straub, '97, Treasurer
H. R. Bickle, '93, Secretary and Chief Engineer
S. B. Knox, '93, Contracting Engineer
E. H. Beazell, '90, Works Manager

During the war this company was engaged almost exclusively, that is, 90% to 100% capacity, in furnishing fabricated structural steel for war purposes in the shape of sundry and diverse structures for use by all the departments of the Army, Navy and forces overseas; they were among the first fabricators to take up the idea of the fabricated ship, and a considerable portion of their capacity was employed in ship fabrication for the United States Emergency Fleet Corporation.

PITTSBURGH CRUCIBLE STEEL COMPANY

Herbert DuPuy, Chairman Executive Board; J. W. Dougherty, '89, President

During the war period this company devoted itself almost exclusively to the production of high grade steels for war work. Previous to the United States declaring war, they produced large tonnages of shell steel, cannon steel and various kinds of munition steels for the allied government. Since the Declaration of War by this country, they made practically all of the rifle barrel steel which went into rifles carried by our army in France. They also produced large tonnages of nickel steel for cannons and a great deal of the steel used for bayonets, pistols, field pieces, aeroplanes, tractors, and, in fact, for every kind of war apparatus, including a large tonnage of shell steel.

BRAEBURN STEEL COMPANY

George Neilson, '85, President.

This plant is a tool steel mill and as such was one of basic industries on which the war industries rested.

For without tool steel, guns, shells, airplanes, trucks, etc., were impossible of manufacture. During the time we were at war this plant worked 100% on Government work. They shipped no tool steel to anyone unable to furnish a priority number. While not so spectacular as the making of guns or ships, no work that was done was more vital to our success.

THE FRANKLIN BAKER CO.

Franklin Baker, Jr., '95, President

This company's work with the Government was with the Chemical Warfare Service in the procurement of carbon for the gas masks.

This carbon was originally made from the cocoanut shells, but the supply was not great enough. They then put an organization in Honduras to collect the corozo nut, which is one of the palm nuts, being 9-10 shell and 1-10 kernel, with a factory in Astoria for the handling of these nuts.

The problem was very difficult because the nut had to be cracked in order that the kernel could be separated whole. The making of charcoal was not new, but the handling of the corozo nut from the wilderness to the factory in New York was absolutely new, and they had no past experience whatsoever to fall back on.

The charcoal manufactured from the shells of the cocoanut, the corozo nuts, as well as from peach stones which were collected to some extent throughout the country, proved to be very efficient in absorbing the gas used by the enemy, and better than any carbon that had been made by the English, French or Italians. This is the reason that the American mask proved to be so far superior.

BETHLEHEM FOUNDRY & MACHINE COMPANY

W. A. Wilbur, (Trustee of L. U.), President.

J. G. Lehman, '96, Vice-President and General Manager.

R. F. Wilbur, '04, Assistant to General Manager.

This Company produced for the Nitrate Division of the Ordnance Department the apparatus necessary for making nitric acid from the air. This particular process is known as a modification of the Haber process developed by the General Chemical

Company, of New York, who in turn gave their process and information to the Ordnance Department. This was the first plant of its type built in America, and the Bethlehem Foundry & Machine Company produced what might be known as the high pressure part of the system.

Their other activities consisted in producing apparatus for various Departments of the Government for the production of mustard gas, T. N. T., and a large variety of apparatus used in smokeless powder plants.

THE BARTLETT HAYWARD CO.

John F. Symington, '01, Vice-Pres.

This Company produced fixed artillery ammunition in the form of complete rounds packed in field boxes for shipment overseas.

With the exception of the raw material such as steel bars, brass rods and sheets, and the powder required, the plant in Baltimore fabricated, assembled and shipped the finished product.

Before the United States went to war, they manufactured 750,000 rounds of 3-inch shrapnel for Russia and 150,000 rounds of 5-inch shrapnel for Great Britain. At the time of the armistice they had manufactured a total of over 6,000,000 rounds of shrapnel for our own Government, made up of the following sizes:

2.95-inch, 3-inch and 4.7-inch for American guns.

75 mm. and 155 mm. for French design guns.

At the same time they were manufacturing and loading approximately 20,000 detonating fuses daily, to be used with high explosive shells of various calibers.

These rounds consisted of time fuse, projectile, cartridge case and primers, assembled in the form of fixed ammunition.

When the armistice was declared they were employing between 21,000 and 22,000 people on this work and were advised by the Ordnance Department that more than one-half of the ammunition which was shipped overseas from this country was produced in their Baltimore plant.

DRISCOLL-REESE STEEL CO.

P. P. Reese, '03, President

Of course we all know Pete Reese, "The Fortune-Teller Man." He had just started his electric steel casting

plant, at Hamburg, Pa., when America entered the war. That Pete would make the best goes without saying, and his castings were in great demand for the work of the Emergency Fleet Corporation and for army trucks. Practically his entire capacity was devoted to this essential work.

WAR ACTIVITIES OF THE BUCYRUS COMPANY

W. W. Coleman, '95, President; Walter Ferris, '95, Chief Engineer

At an early period in the course of the world war all of the officers of the Bucyrus Company became greatly interested in the success of the allied armies, and as the situation developed, this interest gradually took on an almost official character as the policy of the Company. The activity of the Company was at first confined to furnishing to the Allied Governments its regular products, and the shipment of steam shovels to Europe was especially active during the first three years of the war. After the declaration of war by the United States this shipment was continued, and the manufacture of certain lines to which the Company's facilities are especially adapted was greatly accelerated, so that when the armistice was signed all of the facilities at the disposal of the Company, including both of its plants and its entire staff, were devoted to the service of the Government in the manufacture of war material, designing of special new devices, and the promotion of the various war funds and Liberty Loans.

The diversion of the Company's plants from standard lines to special war lines began in 1915, when the Bucyrus Company, in connection with the Wagner Electric & Manufacturing Co., and the Curtis & Co. Manufacturing Co., both of St. Louis, formed a special corporation and took a joint contract from the British Government for 150,000 8-inch howitzer shells. To execute this contract the Bucyrus Company put in at its South Milwaukee Works a forging plant comprising 2 600-ton presses for making the 8-inch rounds; and also converted a part of its Evansville plant into a machining department. This contract was afterwards extended, and after its completion the forging plant continued to the end of the war in the production of material principally for war

uses. During the last year of the war 1,000 of the complicated recoil slide forgings for the famous 75-mm. French field gun were produced at this forge. Many forgings for 240-mm. howitzers were also made here.

In 1917 the Company, in association with several other Milwaukee companies, entered into a contract with the United States Government for machining and assembling 75-mm. field guns, and for this purpose a corporation was formed known as the Wisconsin Gun Company, which built and equipped a plant for the Government. This plant reached production on the 75-mm. field gun, U. S. Model, 1916, about March of 1918, when the Government decided to substitute for this model, the French 75-mm. field gun, Model 1897. It was, therefore, necessary to re-equip the plant with new jigs and fixtures, and certain number of small tools. About the middle of the year the Government decided to double the size of the plant and the new building was completed and 60% of the tool equipment in place when the armistice was signed.

This plant continued in operation until March, of this year, and a large number of French 75-mm. guns were finally completed before the plant was ordered closed.

Another noteworthy undertaking was begun in September, 1918, when the United States Government requested this Company to build fifty complete self-propelling limbers and fifty complete self-propelling gun carriages for 240-mm. howitzers of the St. Chamond type. These rather remarkable machines were intended to carry the howitzers over the roughest country, and it is no longer a secret that a total number of 150 of the howitzers with limbers and carriages were being prepared for the expected Pershing spring drive, which the Germans finally decided to anticipate by signing the armistice. The Bucyrus Company was devoting a large part of its organization to the preliminary work on this contract, to make possible an early delivery when the armistice was signed and the contract cancelled.

THE WORK DONE BY MERCER AUTOMOBILE COMPANY DURING THE WAR

W. T. White, '00, President

The larger part of this company's activities were sub-contracts for war

material manufactured for the following companies.

The John A. Roebling's Sons Company for U. S. Navy.

The Locomobile Company of America for U. S. Army.

The Wright-Martin Aircraft Corporation for U. S. Army.

The Foundation Company, Tullytown Bag Loading Plant for U. S. Army.

The U. S. Navy.

The articles manufactured consisted of the following:

Towing Sleeves for Paravanes (Mine Sweeps).

Stranding Machines for Signal Cord and Balloon Cables.

Fittings for Harbor Defense nets.

Draw Bar Pulls, Water Pump Shafts, Brake Drums, Brake Expander Shafts, Differential Bearing Cages, and Flywheel Ring Gears for Quartermaster Trucks.

Piston Pins, Connecting Rod Bolts, Crankshaft Plugs, Propeller Hubs, Piston Pin Set Screws, and Piston Pin Guide Plugs for Hispano-Suiza Fighting Aeroplane Engines.

Single and double powder shutes, Bag Loading Plant, Tullytown, Pa. Depth Charge Launching Gears, U. S. Navy.

Gun Screws, Bethlehem Steel Corporation.

The Towing Sleeves for paravanes made by the Mercer people were of such quality that they were used as a standard of workmanship to guide the other companies manufacturing the same article.

WARREN MACHINE

PRODUCTS CO.

Chas. W. Moffett, '89,

General Manager

J. C. Holderness, '98,

Assistant Manager

This plant, at the time of the signing of the armistice, and for almost a year before that time, had been engaged on 90% war work.

They had received and been engaged on direct and sub-contracts as follows:

Machining parts for Gnome aeroplane motors, for direct shipment to France.

Steam turbine and reduction gears for navy,—these being the originals of the type afterward adopted for use on Ford Eagles.

32-inch Gun boring lathes for Watervliet arsenal.

Rear axles and drive gear mechanism for government tractors.

Reduction gear drive mechanisms for six-ton tractor tanks.

In addition to turning out work, as above, Moffett was the manufacturers' representative on the War Labor Board, for State District No. 88, embracing practically Warren County.

CARRIER ENGINEERING CORPORATION

E. T. Murphy, '01,
Vice-President

At the time the armistice was signed, a survey of the business upon the books of the Corporation, showed that approximately 98% was on essential work as determined by the War Industries Board.

At the time of the Declaration of War, they had equipped for Allied countries, Air Conditioning Systems for Fuze Loading Plants at the American Locomotive Co., British Munitions, Bartlett Hayward Manufacturing Co., Gathman Ammunition Co., Standard Fuze Co., International Arms and Fuze Co., Eddystone Ammunition Corporation, Artillery Fuze Co. and the Bethlehem Steel Co.

These contracts ran quite large and included Refrigeration Systems and Air Conditioning Equipment for maintaining a constant temperature and relative humidity throughout the year in the rooms in which the fuze rings were loaded. The maintenance of these conditions with absolute precision was essential to the proper functioning of the shrapnel fuze. After the war was declared, similar equipments were installed in the Fuze Loading Plants of the Frankford Arsenal and Rock Island Arsenal.

They also had the entire contract for the Conditioning System for the manufacture of Ammonium Nitrate at the Atlas Powder Plant at Perryville, Md. This was the only plant at which the crystalization method was used to obtain this ammonium nitrate, which was used in the manufacture of amatol for high explosive shells. This contract involved \$600,000 and they were about to undertake a similar installation at the same place at the time the armistice was signed.

During the same period they equipped the Naval Aircraft Factory with Conditioning Equipment at

League Island Navy Yard, in which an investment of some \$250,000 was involved. Both of these contracts were simultaneous and completed in about 120 days from the time the contracts were awarded.

In addition to this work, Murphy acted as special representative of the Ordnance Department of the Civilian Personnel Division and co-operated with the Aircraft Production Board in the standardization of the requirements of the materials used for the construction of planes. This latter work was not really thoroughly organized up to the signing of the armistice. The Company also co-operated with the Bureau of Mines at the American University in the development of the Smoke Screens which were used by the Merchant Marine. These were designed by them and while they did not eventually get the contract for the equipment, the design was the most successful device brought out during the war for this purpose.

THEY ALL DID WAR WORK

Morrow Chamberlain, '00, of Chattanooga, Tenn., interested in many Companies.

Morrow Chamberlain, '00, or "Weary," as he was called in the days when he captained the Lehigh fotoball team, is Vice-President of the Knoxville Iron Co. and the Columbian Iron Works and Secretary and Treasurer of the Roane Iron Works. He is also an executive of the Southern Machine Co. The record of these companies is as follows:

The Columbian Iron Works made about 100,000 6-inch high explosive Howitzer Shells for Great Britain and 40,000 6-inch Howitzer and 90,000 6-inch Gun Shells for the United States.

The Southern Machine Co. was only in operation about two months before the end of the war and only made 100,000 6-inch high explosive Gun Shells for the United States Government.

The Knoxville Iron Co. and the Roane Iron Co. made iron and steel products for various branches of the Government on both direct and indirect orders. The Knoxville Iron Co. erected a plant for the manufacture of anchor chain for the Emergency Fleet Corporation.

A SUMMARY OF HARRISBURG PIPE AND PIPE BENDING COMPANY'S WAR ACTIVITIES

Projectiles

Prior to the beginning of the war, the Harrisburg Pipe & Pipe Bending Company had undertaken the manufacture of shrapnel cases for the United States Army. The success which was realized in this undertaking naturally led to a consideration of the production of projectiles when it became evident that the great war would not be terminated during the winter of 1914 and 1915.

Early in the spring of 1915 contracts were taken for 4.5-inch Howitzer Lyddite shells for the English Government, and also for French 75-millimeter shrapnel for the Belgian Government. These contracts extended slightly over a year, and were immediately followed by contracts for the United States Army and Navy. In round figures the Company have manufactured in excess of 3,000,000 projectiles for the United States Government and her Allies.

Seamless Steel Cylinders

With the outbreak of the war demands for the Company's high pressure cylinders for carrying oxygen, hydrogen, chlorine, carbon-dioxide, etc., were very greatly increased. Most of the cylinders used in Europe before the war, had been furnished by Germany.

The French Government was early in the market for large numbers of hydrogen cylinders for use in its air service work. These orders were followed by similar orders from the British and Italian Governments and from a dozen different departments of the U. S. Government.

In addition to these cylinders, the following articles were produced in the Cylinder Department:

Livens Projector Barrels for the U. S. Ordnance Department.

Air Flasks for Torpedoes for the U. S. Navy.

Drawn Steel Cylinder Stands for the U. S. Signal Corps.

Pipe Bending Department

Iron, steel, copper, brass and lead pipe coils and bends were furnished in large quantities to the powder manufacturers, oil refineries, and the shipping industry.

Like most other organizations, the Pipe Bending Family kept pace with the increase in its activities and took on a total of five additional Lehigh men during the war, so that the Company's organization contains the following Lehigh men:

General Superintendent,

W. P. Starkey, '00.

Ass't General Superintendent,

F. V. Larkin, '14.

Chief Draftsman,

S. T. Laubach, '01.

Engineer of Tests,

H. J. Dilcher, '15.

Foreman Inspector,

C. L. Butler, '15.

Ass't Foreman Forge Department,

G. A. Butterworth, '17.

JOHN A. ROEBLING'S SONS COMPANY

We quote from a letter written to Captain A. Goodrich, Pictorial Section, Historical Division, War Department, Washington, D. C.:

"Referring back to your letters of March 5 and 13, 1919, I beg to advise that the Wire Rope Industry was handled as a whole, through one of the Committees of the Iron and Steel Institute, known as the Sub-Committee on Wire Rope. The Sub-Committee represented the following companies, representing all of the wire rope production in this country:

	Working %
American Steel & Wire Co.	29.9
John A. Roebling's Sons Co.	25.9
A. Leschen & Sons Rope Co.	11.3
Hazard Manufacturing Co.	6.7
Broderick & Bascom Rope Co.	6.5
Macomber & Whyte Rope Co.	5.3
Williamsport Wire Rope Co.	4.9
Waterbury Co.	2.5
Wright Wire Co.	2.0
Geo. C. Moon Co., Inc.	1.6
Upson-Walton Co., of N. Y.	1.5
Black Steel & Wire Co.	1.2
Pacific Wire Rope Co.7

100.0%

"From January 5, 1918, to December 31, 1918, a total of 129,514 tons of rope was shipped on orders allocated by this committee (an average of 2,571 tons a week), out of an estimated yearly capacity of 169,956 tons. This estimated capacity was increased, during the period of the war, practically 100% above the total estimated capacity of the

country during the year 1916, prior to our entry into the war. This increase was entered into an account of the shortage of rope for war purposes, and was done entirely at the individual expense of the various rope manufacturers.

"At the request of the various Government Departments, allocations for supplies of rope were made to nineteen departments of the U. S. Government as well as to the British, French, Italian, Belgian and Argentine Governments."

Among the principal wire rope allocations, those to the War Department, Navy Department, Spruce Production Department, Fuel Administration (Oil Well Drilling), and Emergency Fleet Corporation, totalled 192,730,098 feet of rope. The accomplishment of the work in connection with the North Sea mine barrage was very largely dependent upon the wire rope industry, as no mine-anchor ropes were available for this purpose abroad, and, in addition to the already over-burdening commitments which the wire rope makers had in this country at the time the project was conceived, they were able to take on and furnish in five months, practically eighty-five million feet of rope, and almost one-half million fittings."

The Lehigh men who took active participation in the execution of these orders follow:

A. P. S. Bellis, '09.

H. J. Horn, '98.

Wm. Gummere, '99.

F. W. Roebling, Jr., '01.

In addition to this F. W. Roebling, Jr., was a member of the War Resources Committee, Resources and Conversion Committee, War Industries Board, Trenton, New Jersey.

NOTE: The Hazard Wire Rope Co. mentioned in the above account has as its production engineer F. J. Deemer, '08.

THE TOLEDO RAILWAYS

AND LIGHT COMPANY

F. R. Coates, '90, President.

The Toledo Railways and Light Company sent over four hundred men into Uncle Sam's service, and every one of them either has or will get his job back.

Coates was City Chairman of the Liberty Loan Organization in Toledo. They had an army of 6000 salesmen,

and in the last two Loans secured the Honor Flag from Washington as being the first city of a population over 100,000 in going over the top.

He was City Chairman of their War Chest, where they raised nearly three million to take care of war needs together with local charities and philanthropies.

By Governor Cox he was appointed as a member of a Committee of ten to look after the Ohio troops.

He was also Chairman of the Executive Committee for that Section of the War Training Camp Activities, Chairman of the Citizens' Defense League, Chairman of District covering fourteen Counties in Near East Campaign, and represented the Navy Intelligence Department in that section.

AMERICAN ABRASIVE METALS COMPANY

Wm. H. Sayre, '86, President; R. S. Edmondson, '06, Vice-President; G. C. Hutchinson, '94, Pittsburgh Representative

The American Abrasive Metals Company furnished all of the treads for the Ford Eagles and all of the treads for the following buildings:

Army Supply Base, Brooklyn.

Navy Supply Base, Brooklyn.

Quartermaster's Terminal, Boston (Treads and Door Saddles).

Nitrate Plants 1 and 2, Muscle Shoals, Ala.

Puget Sound Navy Yard.

Rock Island Arsenal, Rock Island, Ill.

Quartermaster's Terminal Warehouse, Philadelphia.

U. S. Torpedo Station, Newport, R. I., and various other Government buildings.

They also furnished several thousand treads for battleships, but cannot designate which ships, as they were shipped to storehouses.

JOHN B. SEMPLE & COMPANY.

John B. Semple, President; Samuel D. Cushing, '92, Managing Director

During the period of the war, and more especially during the two years before the United States entered the war, this Company was working very hard to supply the Navy Department with all it needed in the way of fuzes and tracers for high explosive shells. They have just received word from the front that their detonators in the large Navy 14-inch guns performed very well indeed. In fact some 800 rounds

were fired without a single record of a shell failing to detonate. The reports from the smaller guns were also good.

THE ACTIVITIES OF WESTON DODSON & CO. INC., IN THE WORLD WAR.

Weston Dodson & Co. Inc., of which Alan C. Dodson, '00, and Truman M. Dodson, '00, are President and Vice-President, respectively, have thirty-four stars in their service flag, two of which are gold. This represents about thirty-five percent of the men employees at the various offices but does not include the many employees that were in the service from their Anthracite and Bituminous mines.

The coal business, of course, was an essential industry during the war and it was therefore more necessary that the men in the production Department, should remain at their work than enlist. The thirty-four men mentioned above were from the distribution department, which was approximately one hundred percent of the men subject to draft or enlistment.

Of the Lehigh men who served the Government during the war the following is a list.

Alan C. Dodson, '00, member of the Production Committee of the Fuel Administration, and the Coal and Coke Committee of the Railroad Administration.

W. Foster Banks, '09, Captain, Air Service in charge of Construction, Hazlehurst Field, Mineola, L. I.

Caleb S. Kenny, '10, Major, 305th Engineers, American Expeditionary Forces.

Henry B. Tinges, '12, 2nd Lieut., Signal Corps, Camp Alfred Vail.

Carl E. Siebecker, '15, 1st Lieut., Air Service, A. E. F.

H. M. Search, '15, 1st Lieut., F. A. Aerial Observer, 24th Aero Squadron, A. E. F.

Paul S. Hanway, '16, 1st Lieut., Marine Corps, Guantanamo Bay, Cuba.

J. S. Munger, '17, 2nd Lieut., Infantry, Camp Hancock, Ga.

All the above have returned from the service excepting Major Kenny and Lieutenant Hanway.

Lieutenants Siebecker and Munger did not return to the Company and are working elsewhere.

SKETCH OF LIFE OF WM. A. LYDON, '86

(Death recorded in February, 1919, Bulletin.)

In the death of Mr. William A. Lydon, Lehigh University lost one of her best alumni, the class of '86 her most successful member. Like many others, Mr. Lydon drifted away from the field of pure engineering into that of contracting and the handling of large engineering work.

The firm of Lydon and Drews was formed a few years after he left Lehigh, and one of their first large undertakings was the building of the Chicago Water Works tunnel. In the meantime, Mr. Lydon increased his floating equipment and specialized in dock and harbor work. Through his ability and energy he soon branched out and took in other companies along the Great Lakes. The name of the firm now became The Great Lakes Dredge and Dock Co., and for a number of years they confined themselves to work on the Lakes.

This success on the Lakes was so great they gradually spread out on the Atlantic Coast until now they have offices in Chicago, Duluth, Sault Ste Marie, Cleveland, Buffalo, Amherstburg, Boston and New York. Their plant consists of forty-one dipper

dredges of a bucket capacity from 2½ to 10 yards and six suction dredges from 15" to 24" discharge.

In order to handle the output of these dredges they have one hundred and fifty dump scows and five tugs. They also have ten large drill scows for submarine rock work as well as a large number of pile drivers, derricks and similar plant. Their plant investment alone is over \$5,000,000.

Some of the larger works which Mr. Lydon handled are the Canal Locks at Sault Ste Marie for the United States Government; the dredging and rock removal at Boston, Mass., and similar work at Black Rock, Buffalo, N. Y., also for the Pennsylvania Railroad bridge over the Chicago River; the large Ore Dock for the Chicago, Hamilton & Dayton R. R. Co., at Toledo, O.; the blast furnace foundations, concrete ore unloading dock, breakwater fill, etc., for the Iroquois Steel Co., at South Chicago, and the three-mile tunnel under Lake Michigan at Gary, Ind., for the United States Steel Co.

Mr. Lydon graduated as a Mining Engineer and it was at Lehigh that he laid the foundation of his success.

COLLEGE AND ALUMNI NEWS

A LONG PULL

Commencement is on June 28th and that makes a long second term. The time is needed, however, to catch up in the work which was necessarily slighted to make room for military training. Also many boys are back from the army and navy with lots of work to make up. But how those fellows do plug. They sure learned how to get their teeth set in their job when they worked for Uncle Sam. Next year looks as though it would be a big one in all various phases of college life. For many more of these old boys are coming back and the Freshman Class promises to be a "whale."

We haven't quite caught our stride in athletics yet but hope soon to get things going again. Our winter sports were good, for although the basketball team was below our usual standard, the wrestling team was a notch better than usual. It is too early yet to tell much about baseball, lacrosse and track, but we do not look for any record breaking teams this year. We are looking ahead to next year, however, in a most optimistic mood and hope for great things.

Basketball

Lehigh won seven games and lost six, and as they swamped Lafayette in the last game their loss of the first by a slight margin was forgotten and the season looked upon as a success. Donovan and Savaria were the forwards with Tollin as an able substitute. Wysocki's broken arm kept him out of the game, but Stewart and Gardy put up good games at center, and Straub, Frain and Ketcham held down the guard positions in good shape.

	Opp.	L.U.
Jan. 11.	*Naval Academy...	39 21
Jan. 15	Muhlenberg	20 43
Jan. 18	*Lafayette	27 23
Jan. 22	Moravian College...	23 43
Jan. 25	*West Point.....	27 17
Jan. 29	Delaware State....	24 26
Feb. 1	State College.....	26 23
Feb. 5	*Muhlenberg	11 37
Feb. 8	N. Y. Univ.....	25 33
Feb. 12	Bucknell	23 25
Feb. 28	*N. Y. Univ.....	36 17
Mar. 5	Lafayette	23 36
Mar. 8	Rutgers	30 20

*Indicates games away from home.

Wrestling

Certainly Billy Sheridan had reason to be proud of his pupils this year, for Lehigh's wrestling team was barely nosed out of the championship by Penn State. These two teams had met twice in dual contests and Lehigh seemed to have a slight "edge." But the Intercollegiates were held this year at State College which gave the home team a slight advantage. Nevertheless Lehigh returned from this meet with three intercollegiate champions, against two for State and two for Cornell. Kenneth Bevier came through with a clean slate, downing all opponents and for the second year holds the 125-pound championship. In the 175-pound class Manley is champion, and "Eddie" Booth won in the unlimited class. Booth has been elected captain of next year's team. The other members of the team were G. Childs and Reynolds, in the 115-pound class, Bertolet, in the 135-pound class, Loeser, in the 145-pound class, and J. Bergdoll, in the 150-pound class.

	Opp.	L.U.
Jan. 22	Allentown Y.M.C.A.	4 26
Feb. 8	*Naval Academy...	26
Feb. 15	*C. C. N. Y.....	
Mar. 1	Penn State.....	13 19
Mar. 8	U. of P.....	8 22
Mar. 15	*Penn State.....	19 14
Mar. 21-22	Intercollegiates at Penn State, Penn State, 23; Lehigh, 20; Cornell, 16; Pennsylvania, 9; Columbia, 7.	

*Indicates games away from home.

The Swimming Team

Although our new departure in sports, the swimming team, lost their meets with Annapolis and Rutgers, they made a good showing and laid the foundation for another splendid winter sport. By next year they will doubtless be able to return some victories.

Soccer

Very little was done in this sport this year, but the team did play several minor games. Neither soccer nor swimming have as yet received official recognition by the Athletic Committee.

SPRING SPORTS**Baseball**

The baseball team has some good material including "Swede" Johnson, an army flyer, and "Buzz" Herrington, a naval aviator. As they are pitcher and catcher respectively of course we joke about their "going up into the air." "Matty" Mathag, the veteran of the 1917 team, is of course the mainstay of the team, but Captain Coffin, at second base, Gus Savaria at short stop and Maginness in the field are reliable players. "Sam" Webb, at first base, looks like a comer, and Thompson, who played right field last year, is showing up well at third base. Pfeiffer is a reliable pitcher, and Beck, Watson, Dorkin, Paules and Glen are reliable candidates.

		Opp.	L.U.
April 5	New York Univ....	1	4
April 9	Ursinus	3	13
April 12	Albright	0	4
April 16	*Navy	Rain	
April 19	*Fordham	9	2
April 22	Syracuse	8	6
April 23	*Army		
April 26	*Lebanon Beth. Steel		
May 2	*Maryland State College		
May 3	*Catholic Univ....		
May 7	Seton Hall.....		
May 10	Carnegie Tech....		
May 17	*Delaware College.		
May 21	*Swarthmore		
May 24	Lafayette		
May 28	Villanova		
May 30	Pennsylvania		
May 31	*Rutgers		
June 7	*Lafayette		
June 14	Lafayette		
June 28	Alumni		

*Indicates Games Away.

J. T. Keady, Coach.

Ray Coffin, Coach.

Morris Lawrence, Manager.

Lacrosse

The lacrosse team with Talbot Hunter, the old Cornell coach, in charge bids fair to have a successful season. Captain Jenness has many of last year's team back, and while the men were green last season they played remarkably well. They have won their first game from Swarthmore and we are looking forward to a good and perhaps a championship

	team.	Opp.	L.U.
April 23	Swarthmore.	3	4
April 26	*Navy.		
May 3	Stevens.		
May 10	*Swarthmore. (Intercollegiate Lacrosse League Game)		
May 17	Johns Hopkins. (Intercollegiate Lacrosse League Game)		
May 24	*Crescent A. C.		
May 31	Univ. of Pennsylvania. (Intercollegiate Lacrosse League Game)		

*Indicates Games Away.

Talbot Hunter, Coach.

E. H. Jenness, Captain.

T. C. Zeller, Manager.

Track

The new track coach, Morris Kanaly, predicts a good season, as he considers the material good. No matter what the success may be in coming meets we hope to create an interest in track and field sports that will keep a big crowd of our students exercising in the open air throughout the year. If Kanaly can accomplish this we will not worry about championships.

April 12	Interclass Meet.
April 25 and 26	*Penn Relays.
May 3	*Meadowbrook Meet.
May 10	*Swarthmore.
June 4	Lafayette.
June 11	Muhlenberg.

*Indicates Games Away.

Morris Kanaly, Coach.

G. E. Doan, Captain.

Chas. G. Gillman, Manager.

LEGACIES

(Just as a gentle reminder that all men should make their wills and all Lehigh men should include in them a legacy for Lehigh, we publish news of two recent bequests.)

The late Adolph T. Bruegel, M.E., '88, who during his lifetime was a liberal contributor to the Alumni Endowment Fund, has, by his will, left a legacy of \$1000 to the University, to be added to the President's Fund for Needy and Deserving Students.

The following is one of the provisions of the will of the late William B. Foote, B.M., '84, E.M., '86:

F. I give and bequeath to Lehigh University, South Bethlehem, Pa., one thousand dollars as a contribution to the principal of the Alumni Endowment Fund of the said University.

News of Local Alumni Clubs

NEW YORK LEHIGH CLUB

Big Mid-Winter Meeting on Feb. 13

On the evening of the above date, the New York Lehigh Club welcomed home the first installment of our returning heroes. The First Gas Regiment, commanded by Major John B. Carlock, '07, landed a few days before with a half-dozen Lehigh men in the outfit, including Captain R. B. Dayton, '14, and Lt. Edward M. Robinson, '17. These three men were the invited guests of the club and a big crowd turned out to greet them.

Hardly had President Francis Donaldson, '01, opened the meeting before he caught sight of Prof. Merriman entering the room and the diners rose en masse and gave the Professor a tremendous reception. Then General McManus, commanding the embarkation and debarkation camp at Hoboken, who was among the guests, was called on for some impromptu remarks and he responded with a short speech. The man all were waiting to hear, Major Carlock, rose at the call of the chair, and in his quiet way told in a running story the tale of the First Gas Regiment, the only American Gas Outfit to see fighting. After sketching briefly their adventures, he gave a wonderfully interesting talk on the offensive methods of gas warfare, something that was new to his hearers, for during the war such facts could of course not be told or printed. Following his speech he answered numerous questions put to him by the diners. Then Ellis Parker Butler made one of his humorous speeches, replete with funny stories. Of course the Alumni Secretary, Walter Okeson, was there to tell about the Memorial, and "Bill" Colling, as usual, kept the guests in high spirits by leading one rousing chorus after another, interspersed with vigorous cheers.

New York Lehigh Club's Spring Opening, April 4

The Editor cannot tell much about this dinner as the sudden death of the Alumni Treasurer, Barry Jones, called him home from New York, where he had gone for this meeting. The program for the evening included as the principal speaker Prof. Philip M. Palmer, Head of the Department of Modern Languages at Lehigh, who talked on the present conditions in

Germany. General T. Coleman duPont was there to tell something of what the Y really did in France. At every diner's place were pictures of suggested buildings for the proposed Alumni Memorial and it had been the intention to devote much of the evening to its discussion. The Editor apologizes for not having secured a full description of this meeting, but in the pressure of other things he forgot to write asking for it and no one happened to think of sending it in.

LEHIGH CLUB OF WESTERN NEW YORK

Annual Meeting at Transportation Club, February 4

Twenty-four Lehigh men of Buffalo and Niagara Falls gathered at the Transportation Club in Buffalo on the evening of February 24, 1919, for their annual meeting. The election of officers resulted in B. M. MacDonald, '95, being elected President and T. M. Uptegraff, '10, Secretary and Treasurer. The retiring officers were D. H. Childs, '98, President, and W. D. Sanderson, '08, Secretary and Treasurer.

Dr. Natt Emery, Vice-President of the University, was the first speaker and gave his interested hearers a splendid talk on conditions at the University. C. W. (Pop) Underwood, '94, told the early days of the Buffalo Lehigh Club. Dr. Lowenstein, a former member of the teaching staff in the mechanical department, was called on and gave a most interesting address on the work of the General Electric Co. in connection with the submarine detector. Then the Alumni Memorial campaign in Buffalo was launched by a speech by the Alumni Secretary, who told of Lehigh's wonderful record at home and abroad during the war.

After the meeting an excellent lunch of the type once called "Dutch" was served.

SOUTHERN ANTHRACITE LEHIGH CLUB

Meeting in Pottsville on February 27

When the Southern Anthracite Club met in the Pottsville Club on the above date, the President, H. E. Atkins, '91, suggested that Charles Enzian, '01, take the chair. Of course "Charley" no sooner got in it than he started boosting Lehigh, and so interested in

the general discussion were all the members that the meeting did not break up until 1:30 a.m. It certainly was a good old-fashioned Lehigh symposium. After the Secretary, A. W. Wright, '03, made his report, Dr. Emery told of the S. A. T. C. and vocational courses at Lehigh during the war and Walter Okeson spoke of the Lehigh Memorial. Then the members present resolved themselves into a committee on the whole and discussed everything that pertained to Lehigh or could benefit our Alma Mater. Atkins, Enzian, W. H. Lesser, '05, W. H. Grady, '06, were particularly prominent in this discussion and the hearty endorsement of the meeting of the Memorial project has since brought forth fruit in a vigorous campaign and many handsome subscriptions from this district.

PITTSBURGH LEHIGH CLUB

Hold Their "Victory Dinner" on March 1

The Duquesne Club in Pittsburgh was the scene, on March 1, of one of the biggest and most enthusiastic Lehigh dinners ever held in this red-hot Lehigh centre. Two hundred members gathered to celebrate, and celebrate they did. Songs, cheers, "pee-rades" around the big banquet hall and, when the diners got tired enough to listen, speeches about Lehigh and her part in the war made up a long-to-be-remembered evening.

George Baker, '07, got out a great poster and a poem on it which seemed to show the fine Italian hand of "Johnny" Gibson, '95, Vice-President of the Club, helped to make the appeal of the poster so great that fully fifty more men turned up than were expected. "Fletch" Hallock, '94, the President, was just recovering from the "Flu," so he dropped his mantle on the shoulders of "Nelly" Neilson, '85, who introduced the toastmaster in a speech in which he spared no one from his shafts of wit. Then the toastmaster, "Shine" Kirk, '06, author of the "Gas House Pup," cut loose with his inimitable slang. Listening to his tales of classical mythology, told in modern slang, would make a mummy laugh and the diners simply roared until they fairly rolled in their seats. Of course we heard some great dog-stories, for "Shine" could not leave his canine favorites out of any talk. Dr. Emery was the first speaker and, after telling the members of Dr. Drinker's regret

that his absence in the South prevented his attendance, launched into an enthusiastic story of Lehigh, her past, present and future. Then Major J. B. Carlock, '07, Commander of the First Gas Regiment, told an interesting tale of the work of the boys in France. Major Peterson, '15, was to have been present and also Major Van Vleck, '08, but both were obliged to send eleventh hour regrets, their duties preventing them from making the long trips necessary to reach Pittsburgh from Florida and North Carolina.

Then "Okey" told them of the wonderful record of Lehigh men in the war and of the plans for a great Memorial. When he added that Pittsburgh had that day started the campaign for funds by subscribing over \$50,000, there was a great outburst of enthusiasm.

The evening wound up with an address by Major Henry Hombostel, who told of how the crack New England Division carried on in France.

March sure came in "like a lion" at that dinner.

WASHINGTON LEHIGH CLUB

Big Meeting at the National Capital on March 8

After a several years' lapse, the Lehigh Club in Washington, D. C., came to life again at a dinner held at Cushman's Cafe on the evening of March 8. Over forty Lehigh men were present and they sure had a large evening. After a splendid dinner, which was lively in the extreme, the diners adjourned to a large hall upstairs, where they staged a business meeting, adopted a Constitution and By-Laws, elected Ralph Lee, '87, President; Ralph Barnard, '89, Vice-President; Robert C. Watson, '13, Treasurer, and H. J. Jackson, '08, Secretary. The business finished, Dr. Drinker and Walter Okeson spoke, telling of conditions at Lehigh, the record of Lehigh men in the war, and of the progress of the campaign to raise a half million dollars for a Memorial Building. This project was received with great approval and heartily endorsed by the members present, who pledged the hearty support of Lehigh men in Washington.

Short speeches were made by the newly elected officers and by James A. Watson, '84; Ralph P. Barnard, '89; Asa E. Phillips, '90; Chas. J. O'Neill, '93; L. E. Lannan, '95; "Jack" Gass,

'98, and T. N. Gill, '07. William A. Draper, '07, was the "pep" producer of the evening and under his leadership the rafters rang with Lehigh cheers. Altogether it was a great Lehigh evening.

DETROIT LEHIGH CLUB

On Monday, March 23, Noble C. Banks, '93, entertained several of the members of this club at lunch in the University Club in Detroit. They had with them the Alumni Secretary and plans were made for reviving the activities of the club and also for assisting Banks, who is the local chairman of the Memorial Fund Committee, in his canvass in the interests of this fund. There are not many Lehigh men in Detroit, but the ones there are live-wires and doubtless will more than do their part in this great project.

CHICAGO LEHIGH CLUB

On Tuesday, March 25, the members of the Chicago Lehigh Club met at luncheon at the LaSalle Hotel. They had as their guest Walter Okeson, the Alumni Secretary, who had come to Chicago to launch the Alumni Memorial Fund Campaign in that district. H. W. Kern, '92, the Secretary and "live-wire" of the Chicago club, is also the Chairman for the Memorial Committee in Chicago and before the meeting was over all the members present had pledged themselves to act with him as a Campaign Committee. In fact a number, including Kern, S. E. Lambert, '89; W. M. Lalor, '04; T. H. Sheridan, '08, made subscriptions immediately. Since then other subscriptions have come in, showing the Chicago committee is on the job.

MILWAUKEE LEHIGH CLUB

This is a new member of the Lehigh Club family. On Wednesday, March 26, W. W. Coleman, '95, entertained the Lehigh men of Milwaukee at dinner in the new Milwaukee Athletic Club. The occasion was the visit of Walter Okeson to Milwaukee in the interests of the Alumni Memorial Fund. "Billy" certainly gave us all a wonderful dinner and the results have been apparent ever since, as on April 26, Milwaukee led every district outside of the Big Four—Pittsburgh, Bethlehem, Philadelphia and New York—in the amount of subscriptions to the Alumni Memorial Fund.

NORTHEASTERN PENNSYLVANIA LEHIGH CLUB

Big Meeting at Wilkes-Barre on March 22nd.

After a winter of hibernation the Northeastern Pennsylvania Lehigh Club woke up with a start on March 22nd and staged a big dinner at the Hotel Sterling, in Wilkes-Barre, at 7 p.m., on that date. Forty Lehigh men were present, which was certainly a splendid showing.

The President, Edgar Schweitzer, '07, was late in arriving as he and H. H. Otto, '12, were at Honesdale attending the funeral of Major David McK. Peterson, '15. On their arrival they told of the splendid tribute that Northeastern Pennsylvania had paid that day to our fallen hero.

After an excellent dinner, enlivened with many songs and cheers, a business meeting was held and the officers of the club were all reelected for another year.

The first speaker was Dr. Drinker, who told of the many ways the College had aided in the war in its constant cooperation with the War Department. Then Lieut. H. M. Search, '15, made a splendid speech in which he described the air service in France. Sergeant C. J. Lentz, '15, of the 1st Gas Regiment told of gas warfare and of the experiences of his regiment, the only one of that branch to see active service. Judge F. W. Wheaton, a Yale Alumnus, paid a beautiful tribute to Dr. Drinker, his life-long friend. Earle F. Weaver, '13, gave a most interesting talk on the experimental work done at the army radio station at Little Silver, N. J., and told of the development of wireless telegraphy and telephony in connection with the airplane service.

The final talk of the evening was by Walter Okeson, the Alumni Secretary, who sketched the wonderful record made by Lehigh men in the war and told of the progress of the campaign to raise money for a memorial building. He called on the men present to give support to this project and to make a record such as has always been made by the members of the North Eastern Pennsylvania Lehigh Club. Then came the singing of the Alma Mater and the wind-up of a corking Lehigh dinner.

PHILADELPHIA LEHIGH CLUB

The Philadelphia Lehigh Club held an interesting and enthusiastic meeting at the University Club in that city on Friday evening, March 28. While the meeting had its usual characteristics, Lehigh spirit and enthusiasm, the place of honor was for once given to a Lafayette man, Colonel Horace Booz, Engineer Corps, U. S. A., who saw service in France throughout the war. Colonel Booz is a Lafayette graduate of the class of 1895 and previous to his entrance into the army was Assistant Chief Engineer of the Pennsylvania Railroad.

The Colonel gave a most interesting and plain spoken talk of the work done by American Expeditionary Engineer Force and told of the many improvements made in the methods used by the Allied Engineers. The talk was highly instructive as well as entertaining, for the Colonel did not hesitate to call "a spade a spade."

INTERMOUNTAIN LEHIGH CLUB

On the night of April 2, the members of the Intermountain Lehigh Club held a dinner and meeting at the University Club in Salt Lake City, Utah. B. R. Smoot, '98, was elected President and H. L. Baldwin, '07, was re-elected Secretary and Treasurer. Dr. James E. Talmage, the local chairman of the Memorial Fund Committee, brought up the matter of the Alumni Memorial and it was heartily endorsed by the members present. Every man present agreed to subscribe and to do all in his power to push this project. So you see that distance does not lessen the ardor of Lehigh men in the support of their Alma Mater.

LEHIGH CLUB OF NEW ENGLAND

A big meeting of this club is scheduled for May 2, at the University Club in Boston. At this meeting the New England campaign for the Alumni Memorial Fund will be launched.

NORTHERN OHIO LEHIGH CLUB

An organization meeting for this new club was to have been held in Cleveland on April 26. At this meeting it was decided to hold a meeting and dinner at Cleveland on Saturday evening, May 10.

WASHINGTON LEHIGH CLUB

A spring meeting of this club will be held on May 10, to receive reports of

the preliminary canvass made in the interests of the Memorial Fund.

CENTRAL PENNSYLVANIA LEHIGH CLUB

A big meeting will be held on May 16 at Harrisburg, at which the club members will have the Memorial project explained to them in detail. The campaign is already well under way in this district.

LEHIGH MEN IN THE LIMELIGHT

The Philadelphia papers of March 14, 1919, announced the appointment of M. P. Quinn to the newly created position of Special Deputy Auditor General of Pennsylvania. This position is created in connection with the great public road construction about to be launched by Governor Sproul. Quinn will represent the Auditor General in the supervision and checking up of the expenditure of nearly one hundred million dollars to be spent in the next few years on highways and bridges in the State of Pennsylvania.

The Syracuse Herald of February 14, 1919, contained an editorial entitled, "Our Biggest School, The Library." It dealt with the great public library of Syracuse, headed by Dr. Paul M. Paine, C.E., '91, M.A. (Hon.), '13, and told of the wonderful results which Dr. Paine is securing by his "rare skill and originality."

The Official Metropolitan Guide of March 3, 1919, contains a full page photograph of Robert Grier Cooke, B.A., '84, and an article about his pet hobby—Fifth Avenue, "The lordliest street in the world."

The Lock Haven Express of February 1, 1919, contains a front page double column article on the splendid record made by Wm. T. Griffith, '02, as Food Administrator of Clinton County, Pa.

The Metropolitan papers printed, about the middle of April, lengthy articles and pictures of the launching of the 8000-ton vessel, "Bethlehem Bridge." The steel for this vessel was fabricated by the Bethlehem Fabricators, Inc. (formerly the Guerber Engineering Co.), the President of which company is R. Parke Hutchinson, '04. The vessel was launched on April 13, on Newark Bay, and the sponsor was "Parke's" little daughter, Virginia Stewart Hutchinson.

LEHIGH MEN WHO WRITE

The New York Times Book Review of March 16, 1919, devoted considerable space to a most favorable review of "The Atlantic Monthly and its Makers," by M. A. DeWolfe Howe, Jr., B.A., '86, A.B. (Harvard Univ., '87), A.M. (Harvard Univ., '88), Litt.D. (Hon.), '16. This book is a most interesting and delightful chronicle of the history of our foremost American magazine. Its greatest charm is the intimate portrayal of the character and personal traits of the renowned men who founded and afterwards guided this magazine during its earlier days. In this connection it is to be noted that a new publication by the Houghton Mifflin Co., "The Early Years of the Saturday Club," contains a chapter by Howe on James T. Fields, who for many years was both publisher and editor of the Atlantic Monthly.

In a statement given to the press by the Chairman of the Board of Trustees of the American University Union in Europe, regarding the educational opportunities now being afforded members of the American Expeditionary Force, is a list of text books in various subjects. It is of interest to Lehigh men that all of the Physics text books listed are volumes written by Franklin and MacNutt, '97.

Perusal of a recent issue of the "Employee's Magazine," issued quarterly by The Lehigh Valley Coal Co., reveals the fact that M. S. Hachita, E.M., '02, is the Editor.

TO GIVE STATE AID TO STUDENT SOLDIERS RETURNING TO COLLEGE

The Legislature of Pennsylvania has before it a bill providing for the extending by the State to students, citizens of Pennsylvania, who left college during the late war to serve in the army and navy of the United States, of financial aid covering their tuition and incidental fees, other than boarding, lodging, clothing and books or instruments. The bill has the approval and support of Governor W. C. Sproul, and was suggested by the out-going Governor, Martin G. Brumbaugh, in his farewell message to the Legislature in January. Governor Brumbaugh submitted the idea of such a bill to the College and University Council of Pennsylvania, of which President Drinker is a member; they gave cordial en-

dorsement, and a committee consisting of President Drinker as Chairman, President Sparks of State College, and the late Superintendent of Public Instruction, Dr. N. C. Schaeffer, were appointed by Governor Brumbaugh to draft a bill. Owing to the death of Dr. Schaeffer and the illness of President Sparks, this duty has mainly devolved on President Drinker, whose experience as a railroad lawyer stood him in good stead. The bill has been approved in form by Governor Sproul and was introduced on April 22. It is a patriotic and helpful piece of legislation and appears to meet with general approval. It is hoped that it will become a law.

BIRTHS

Class of 1899

A daughter, Frances Pruden Carman, to Mr. and Mrs. Charles Ford Carman, on March 27, 1919.

Class of 1914

A son, Edward Emlyn Liebig, to Mr. and Mrs. John O. Liebig, on February 17, 1919.

Class of 1915

A daughter, Gladys Jacqueline Williams, to Mr. and Mrs. Edward H. Williams, III, on March 16, 1919.

Class of 1917

A son, Loyal Lee Conrad, to Mr. and Mrs. Loyal R. Conrad, on April 9, 1917. Young Loyal Lee announces that he claims 1917's class cup. Does any youngster dispute this claim?

MARRIAGES

CORRECTION.—We regret to say we married the wrong man to Miss Lomie Ellis in the February BULLETIN. Instead of John McConnell, '18, it should have been his brother, James McConnell, '21. We apologize to the bride.

Class of 1909

On March 12, 1919, Frederick Valentine Bechtel to Miss Laura Emily Onderdonk, of Trenton, N. J.

Class of 1913

On March 19, 1919, Ezra Bowen to Miss Catherine Shober Drinker, daughter of Dr. and Mrs. Henry S. Drinker, of Bethlehem, Pa.

On February 1, 1919, Leslie Goddard Matthews to Miss Helen Caroline Amelia Swedes, of Seattle, Washington.

On February 8, 1919, Lieut. (j. g.) Edwin A. Clare, U. S. N. R. F., to Miss Nathalie King Norris, of New York City and Mt. Carmel, N. Y.

Class of 1916

On January 16, 1919, Harold E. White to Miss Stella Gertrude Haeberle, of Niagara Falls, N. Y.

DEATHS

(See "Deaths in the Service" for additional notices.)

Mrs. J. DeW. H. Coppée

Word has been received at Lehigh University of the death at Ross, California, February 27, 1919, of Mrs. Julia DeWitt Howe Coppée, widow of Dr. Henry Coppée, who was President of Lehigh University from its founding in 1866 up to 1875, and was Acting President from 1893 to 1895, serving also as Professor of English Literature. Mrs. Coppée had reached the advanced age of 95 years.

Dr. Doolittle

Dr. Charles Leander Doolittle, of Philadelphia, a retired Professor of Lehigh, passed away Saturday, March 1, at his home. The funeral services were held at the home of his surviving brother-in-law, Dr. J. Fred Wolle, director of the Bach Choir. The interment took place at Nisky Hill.

Dr. Doolittle is survived by his wife, Helen Wolle Doolittle, his son, Dr. Eric Doolittle, C.E., '91, his daughter, Mrs. Richard Aldington, of London, Harold Doolittle, of Pittsburgh, Alfred Doolittle, B.A., '87, of Washington, and Ensign Melvin Doolittle, who is on active duty. Another son, Captain Gilbert Doolittle, was killed in France, September 26, 1918.

Dr. Doolittle was born in Ontario, November 12, 1843, and was graduated from the University of Michigan with the class of 1874, with the degree of C.E. He received the honorary degree of Sc.D. from the University of Michigan in 1897, and of LL.D. from Lehigh University in 1912. From 1875-1895 he was Professor of Mathematics and Astronomy at Lehigh. In 1895 he became Director of the Flower Observatory at the University of Pennsylvania.

Class of 1872

On Saturday, February 1, Oscar W. Lance, A.C., '72, died at his home at 44 Reynolds Street, Kingston, Pa., after a few days' illness. Both he and his wife had contracted pneumonia at the

same time and within a few hours of his death she also passed away.

Mr. Lance was born in Minersville, Pa., and after preparing at the Wyoming Seminary, entered Lehigh in the class of 1872. After graduating he married Ellen Hancock and was for some time at his father's shipbuilding plant at Norfolk. Later he came to Plymouth, where he was employed as Superintendent of the Water Company. In 1896, when the Spring Brook Water Co. was formed, he became General Manager and is largely responsible for this company ranking second among the privately owned water companies in the United States.

He is survived by two sons and two daughters and three grandchildren. Also by four brothers.

Class of 1894



BARRY H. JONES, '94

B. H. Jones, Secretary of the Bethlehem Steel Company, the Bethlehem Steel Corporation and subsidiary companies, died suddenly, Thursday, April 3, while at work at the offices of the steel company. Mr. Jones was apparently fast recovering his health after an attack of pneumonia and intestinal trouble, but was suddenly stricken with angina pectoris and died in a few moments.

Barry Holme Jones was born in Evansville, Ind., on April 9, 1874, a son

of the late Dr. Hiram G. Jones and Mrs. Annie Stewart Jones. When the family moved to Bethlehem, Mr. Jones attended the Moravian Parochial School and was there prepared for Lehigh University, which he entered in September, 1890. He took the course in Mining and Metallurgy, making a brilliant scholastic record. He held membership in Tau Beta Pi, and was an orator at the exercises of University Day, June 20, 1894, when he was graduated with the degree of Bachelor of Science in Metallurgy. He was a member of the Engineering Society of the Student Body. Mr. Jones took a "Post-Senior" year in 1894-1895, and on January 20, the degree of Engineer of Mines was conferred upon him, bearing the date of June, 1895. He served as an instructor in the Department of Mechanical Engineering, attaining exceptional success as a teacher. In 1898, Mr. Jones entered the employ of the Bethlehem Steel Company as superintendent of boilers, and by virtue of his exceptional ability was rapidly advanced until he became Secretary. He maintained an intense interest in the affairs of Lehigh University. Upon the incorporation of the Alumni Association in 1917, he was elected Treasurer of the Association, and was a vigorous figure in Alumni activity.

The funeral was held on Saturday afternoon, April 5, with interment in Nisky Hill Cemetery.

He is survived by his widow, Mrs. Lillie Drake Jones., his mother, Annie S. Jones, and his sister, Mrs. Nan Jones Bliem, the wife of Daniel W. Bliem, '96, of Merion, Pa.

May the Editor add of this man, his chum for 33 years, that a wide acquaintance has revealed no keener brain, no higher integrity, no finer character than was possessed by Barry. And in his utter unselfishness he stood without a peer.

Class of 1916

Russell M. Pierson. C.E., son of Arthur S. Pierson, of Morristown, N. J., died at his father's home on April 17, 1919, after an illness of six months. After his graduation he went with the Standard Oil Company for two years, and for the past two years has been with the Cosden Oil Company, of Tulsa, Arizona. He was 26 years old, having been born on March 19, 1893. While at Lehigh he was a member of the Sigma Nu Fraternity.

PERSONALS

Class of 1878

B. B. Nostrand was Chairman of the Local Exemption Board in Peekskill, N. Y., during the period of the war.

Class of 1890

Adolfo Cardenas has been in Washington this winter as Second Secretary of the Nicaragua Legation, and Secretary and Engineer of the Nicaragua Boundary Commission.

Class of 1891

Eric Doolittle, Prof. of Astronomy at U. of P., delivered one of the lectures of the Free Lecture Course given to the college and public by the University. His lecture was entitled, "Our Stellar Universe: How We Learn of its Mass, Extent and Slow Development."

Edwin A. Quier is Chairman of Berks County in the War Saving Stamp Campaign and has hung up quite a record in the populous district of which Reading is the center.

Class of 1893

Capt. C. W. Throckmorton was in command during the war of Remount No. 3, at Camp Stanley, Texas. This meant the control and direction of 350 men handling at all times about 5000 horses.

Class of 1894

James L. Burley and Wm. A. Payne, two of Lehigh's few graduate architects were both with the United States Housing Commission during the war. Payne was Asst. General Manager, and Burley, after first having charge of the operation at Bethlehem, was given oversight of all the operations conducted by this Commission.

John S. Scott, General Manager of the Atlas Powder Co., has been ill for some time with a serious nervous breakdown.

Class of 1895

Frank H. Crockard, formerly President of the Nova Scotia Coal & Iron Co., is now President of the Woodward Iron Co., Woodward, Ala.

William Bowie, who was major in the army during the war, has resumed his duties as Chief of the Division of Geodesy, U. S. Coast and Geodetic Survey. While in the army his particular duty was the supervision of

the making of special military defense surveys and maps.

Class of 1896

L. W. Baldwin, formerly General Manager, Central of Georgia Rwy., has been, since last June, Operating Assistant to the Eastern Divisional Director, U. S. R. R. Board, with an office in the Broad Street Station, Philadelphia.

Edward M. Durham, formerly General Agent, Southern Railway, is now Chief Engineer of this railway, with offices in Washington, D. C.

Springfield Baldwin, formerly Valuation Engineer, Trinity & Brazos R. R., is now Chief Engineer of the Georgia and Florida Railway, with offices at Augusta, Ga.

The Pictorial Section of the "Buffalo Commercial," of April 24, 1919, contained a picture of Henry F. Russell, Secretary Trades Advisory Committee of the Buffalo Victory Loan Committee.

Class of 1899

When Wm. Gummere, Supt. of the Open Hearth Department, John A. Roebling Sons Co., sent in his generous subscription to the Memorial Fund, Mrs. Gummere also sent a generous subscription. And little Wm. Gummere, Jr. (Class of 1935), and Elizabeth H. Gummere (co-ed of the Class of 1937), each sent a cash subscription of fifty dollars. Talk about your Lehigh families!

Class of 1900

The vacancy left on the Board of Directors of the Alumni Association, by the death of Barry H. Jones, '94, has been filled by the Executive Committee appointing A. C. Dodson, '00, to the office of Treasurer. The Nominating Committee, headed by R. M. Dravo, '89, has also nominated him on the ticket presented to the Association Members for their approval.

We announce with great pleasure the fact that the Association's former President, H. H. Scovil, has been promoted to the rank of Colonel.

Class of 1901

Ferdinand Roebling, Jr., whose duties as an officer of the great Roebling Company were particularly onerous during the war, finally broke under the strain last December and has been suffering from a nervous breakdown ever since.

Class of 1905

On January 25, 1919, C. E. Clewell, Asst. Prof. of Electrical Eng., U. of P., delivered a lecture in Houston Hall, on "Relations of Physical Environment to the Management of War Industries."

Arthur S. Clay has been appointed Chairman of Columbia County for the 1919 War Savings Stamp Campaign.

Class of 1907

Charles Dorrance, formerly General Superintendent of the Hudson Coal Co., has been made Vice-President and General Manager.

Class of 1908

E. F. Petersen, whose address we have not had for several years, we find is a Consulting Engineer, State National Bank Building, Texarkana, Ark.

Class of 1912

Horace W. Porter graduated from the University of Michigan Medical School on March 20, 1919. He was class poet, historian and editor of the Year Book. He was on the staff of the "Michigan Daily" for two years. He began an internship at the St. Louis Free Skin and Cancer Hospital on April 1, 1919.

Class of 1913

H. E. Johnson has been appointed Eastern Stoker Sales Manager for the Laclede-Christy Clay Products Co. His office is in the Oliver Bldg., Pittsburgh, Pa.

Class of 1914

During the war Howard E. Degler was an instructor in automobile technique in the U. S. Army Training Detachment, at Hampton Institute, Hampton, Va.

Class of 1917

Lieut. Carrol F. Sinclair, who started in as a private, wound up in command of a company of engineers. He worked hard to get them in shape for overseas duty and just managed to get them on the transport when the armistice was signed. He is now with the Pennsylvania Water & Power Co., Holtwood, Pa.

Class of 1918

William V. McCarthy has been made Director of Athletics at the Philipsburg High School. Before leaving college to go in the army McCarthy was a member of the football, baseball and basketball teams.

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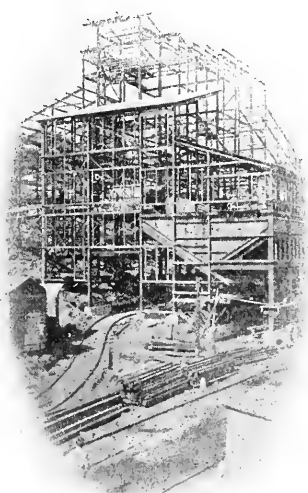
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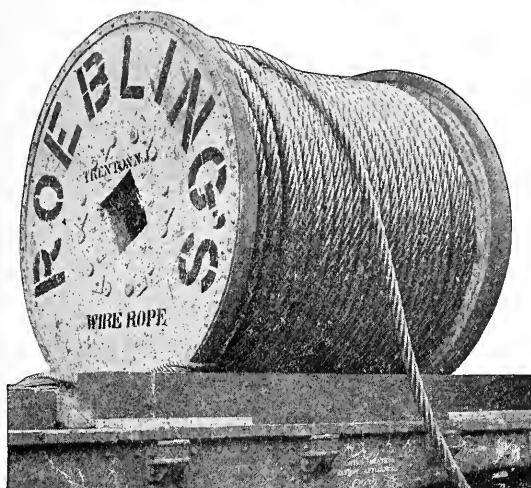
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